a guide to Retail Commercial Development Planning in Nova Scotia

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A GUIDE TO RETAIL COMMERCIAL DEVELOPMENT PLANNING
IN NOVA SCOTIA

COMMUNITY PLANNING DIVISION

DEPARTMENT OF MUNICIPAL AFFAIRS

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FOREWORD

This report deals with the planning of retail commercial development by local municipal government. There are several reasons why municipal government is involved in this pursuit.

First, local government is endeavouring to facilitate local economic development, specifically in the retail commercial sector. This includes the building and maintaining of a "critical mass" of retail businesses; namely, a cluster of enterprises of sufficient size, density and diversity to attract shoppers and thus economic development in the retail sector. If businesses are permitted complete latitude in where they can locate within a community, such a commercial cluster either might never evolve or an existing concentration might start spreading out and lose its compact form. In the latter case, potential customers may be faced with an unconnected series of businesses rather than a convenient one-stop shopping area. The result will be that neither local economic development nor community access to commercial facilities will be facilitated.

Second, government is trying to minimize costs to the public purse of commercial development. These are financial costs which government may incur, usually associated with the provision of services. Such services may include the construction and maintenance of parking lots in a densely built-up downtown area, commonly involving substantial property acquisition costs.

They may include the construction of sewer and water line extensions and the widening of a street to accommodate a shopping centre development on the edge of a community.

Third, government is attempting to protect the residents of communities throughout the province from the potentially adverse consequences of commercial development. These may include automobile traffic; truck traffic; parking lots, including front yard parking; bright lighting; excessive or otherwise offensive signage; open storage and display; and buildings out of scale with surrounding residences and/or extending well into the backyard.

The Planning Act gives both the Province of Nova Scotia and the municipalities the power to regulate commercial development. Section 7(2) enables the adoption of provincial land use policies with respect to "commercial . . . facilities, including priority areas for their location". Section 38(2) states that a municipal or inter-municipal planning strategy may include policy statements with respect to "the use or change in use or intensity of use of activities in or affecting land, including . . . commercial . . . uses".

Within long-established communities of sufficient size, a commercial cluster or core will have grown over time to serve the existing population. If a move is then made to establish a second commercial cluster elsewhere in the community, such as a new shopping plaza, mall, or centre, the future viability of the traditional core could be threatened. This is likely to concern residents and municipal government, who may wish to limit the new development if at all possible.

Both the Shopping Centres Development Act and the Mainstreet Program are initiatives of the Province of Nova Scotia to encourage the maintenance of the existing commercial cores of communities. Both, by their very nature, favour older, traditional commercial districts.

Whether protecting residential areas, minimizing public costs, or facilitating local economic development, municipal government wishes to deal with the location of commercial development. In addition, the amount and timing of commercial development are crucial determinants in the economic viability of a commercial district: too much retail space built too soon may adversely affect the existing retail area. These three dimensions of commercial development are dealt with in this report.

Two final qualifications are in order. "Commercial development" in the context of this report is meant to include only retail sales and services, as opposed to wholesale and office uses. Retail is more location sensitive than the others and has a greater tendency for mobility. It tends to both lead and anchor the other types of commercial development.

Finally, the report is not meant to deal with the complexities of retail commercial development in a metropolitan or large urban area. Rather, it addresses the situation common to the large and small towns of Nova Scotia which are often struggling to deal with commercial development issues without access to outside consultants. This guide responds directly to that need, and is intended to be tailored to local circumstances.

INTRODUCTION AND SUMMARY

This report, entitled A Guide to Retail Commercial Development Planning in Nova Scotia, has been produced by the Department of Municipal Affairs upon the recommendation of the Downtown Issue Group of the Nova Scotia Land Use Policy Committee. Its objective is to provide municipal planners, planning advisory committees, municipal councils, downtown improvement groups and private consultants in Nova Scotia with a good description of the issues and methods of commercial development planning, set within the provincial context.

The report consists of four chapters briefly summarized below and several appendices.

Chapter 1 - Retail Market Analysis: the Amount and Phasing of Retail Floor Space

- The "residual technique" is used to determine how much new retail floor space, if any, is required within a community to service the market and when it will be required.

- A survey of shopping patterns is and used as a basis for identifying a trade area.

- An inventory is taken of the retail floor space within the trade area.
- The total floor area is multiplied by an estimate of sales per square metre to give the total existing retail sales or "selling power" for the trade area.
- The trade area population times the per capita disposable income spent on retail items gives the total retail sales potential or "buying power".
- The "residual" is the excess of "buying power" over "selling power".
- A positive residual when divided by sales per square metre will give the total new retail sales floor area required to meet demand.
- A negative or zero residual means no additional space is needed.
- The same calculations projected into future years indicates what new space will be required in each time period.

Chapter 2 - Centre or Periphery? - The Form of Retail Expansion

. New retail space can be either in the form of a shopping centre or separate, independent stores. The former is usually located in the periphery of a town, the latter in the central, established commercial district.

. The advantages of the shopping centre form of retail expansion are its rapid generation of both retail services and property tax revenues, its ability to meet all its own parking requirements, and the presence within the centre of major department stores.

. The disadvantages are the likelihood of the municipality being required to provide new sewer, water and road infrastructure and the competitive threat to an established CBD.

. The advantages of independent retail expansion in the CBD are the proximity to the established population, the utilization of established infrastructure, and the continuation of the established community structure.

. The disadvantages are variations in store hours, the difficulty in attracting major retailers, and the cost of providing parking.

- Highway commercial not compatible with shopping centre or CBD retail uses, as they are operationally dependent on highway access and large areas of land.

- They should not generate large volumes of traffic which would impede highway access, and should be located apart from shopping centres and the CBD as well as from residential uses.

- If there is not sufficient residual market potential to accommodate a shopping centre, a council can allow it anyway, allow it only when there is sufficient potential, or encourage expansion by individual independents.

Chapter 3 - Locational Options and Zoning Requirements

- Major retail expansions can take place either inside or outside existing shopping mall and CBD Zones.

- Retail expansion within existing shopping centres faces the problems of maintaining the spatial relationship between anchor and specialty store and of finding the space for additional parking.

- A new shopping centre zone should not be a combined zone with highway commercial.

- The difficulty with a shopping centre downtown location is the cost of land.

- Parking requirements are perhaps the most important zoning standard for shopping centre zones.

- Given the value and size of shopping centre structures, a development agreement is probably the most effective means of dealing with development applications.

- Individual retail expansion on the outskirts of the CBD can be focussed along an access route to the CBD or dispersed throughout a surrounding ring.

- The first approach can link the CBD with peripheral commercial districts, the second can concentrate development in the downtown.

- In both cases, bordering established residential areas must be protected from commercial expansion.

- The problems with retail expansion within the established CBD relate to retaining the character of the area and to providing adequate parking.

- The cash-in-lieu provision in the Planning Act is an alternative to a straight exemption of new downtown businesses from parking requirements.

- Above ground floor residential uses provide life after hours in the CBD and should be encouraged.

- In older, more centrally located neighbourhoods, local commercial uses can complement residential development and should be considered residential in nature.

- In new, lower density suburban neighbourhoods, it is appropriate to allow local commercial establishments only in locations peripheral to residential areas.

- Rezoning to a "floating zone" and development agreements are two means of dealing with local commercial development.

- "Bed and breakfast" tourist establishments are acceptable within residential areas because they do not create the negative impacts often associated with local commercial uses.

- Other tourist commercial accommodations such as motels and restaurants belong in a highway commercial zone.

- In rural areas, commercial land uses can attract further development and thus impact on resource lands. Establishment of a settlement hierarchy is one solution to this.

- Smaller towns can appeal under the Shopping Centres Act the decision to develop a shopping centre in another nearby municipality. Their concerns centre on stabilizing the commercial core, including dealing with parking and traffic circulation and existing non-commercial uses.

- Residential buildings in the core can be treated as either permitted uses or non-conforming uses.

Chapter 4 - Commercial District Revitalization

- The potential impacts of a decline in the retail function of the CBD are a decrease in taxes generated, a decrease in employment, a lessened access of the disadvantaged to services, and a loss of civic pride.

- Revitalization of the CBD can be approached through a Business Improvement District Commission (BIDC) or a Secondary Planning Strategy.

- A BIDC, once set up, can raise taxes from the local business community to prove physical improvements, promotion, and parking for the Business Improvement District.

- A Secondary Planning Strategy which is a revitalization plan for the CBD can be used in conjunction with this means of implementation, and has the advantage of going through a full political approval process.

- The steps in revitalization planning are to delineate the area boundaries, to identify potentials and problems through specific area studies, to develop goals for the area, identify objectives, and formulate policy.

- Public participation is an important part of the process, especially at the last stage when the planning department and the BIDC come up with alternative draft proposals.

- The implementation stage following the public hearing and approval of the Secondary Planning Strategy will involve a work plan and a working budget.

- The primary concern should be with what exists downtown rather than with what can be added.

- Public amenity improvements should be paralleled by the upgrading of business facades.

CHAPTER 1 - DETERMINING THE NEED FOR NEW RETAIL SPACE

1.0 GENERAL INTRODUCTION

There are a number of problems which can arise if a municipality does not carry out sound commercial development planning. First, there are problems which are faced by retailers. In a situation where there is an oversupply of shopping areas, there will be those who experience hardship because they must face increased competition for their share of the market. The most notable result of this is seen in the deterioration of downtown, mainstreet retailers who are not able to compete with large, regional shopping centres. This problem will not be as severe if new facilities are designed to supply an existing but underserviced market rather than to capture a market which is already fully serviced. This is not to say, however, that because there is a market large enough to support all shopping areas, downtown merchants will automatically capture their share of the market. Nevertheless, downtown and non-downtown retailers can then compete with each other on a more equitable basis.

Secondly, there are problems faced by consumers found in a situation of undersupply. In such a situation, consumers must travel excessive distances or be confined to a limited market area. Since they form in essence a captive market, especially if they are limited in mobility, they may face a local monopoly and higher prices.

For the benefit of both retailers and consumers, a market study must consider both the buying power of the population and the selling power of the retailers to ensure that there is neither an oversupply nor an undersupply of shopping space. Such a study is needed to assess whether retail development is responding to market demand and whether any required public as well as private monies are being wisely invested.

Any study regarding the future of retail growth in an area must answer three basic concerns:

(1) How much space is required for the various types of retail trade?

(2) Where should it be located?

(3) When will it be required?

The most widely used group of studies employed to answer the first and the last of these questions are together referred to as the "residual technique". This method of analysis can be applied to most small to medium-sized towns in Nova Scotia without necessitating the use of outside consultants. While there are more detailed methods which can be employed, they have the two major drawbacks of being both complex and expensive. Also, it is not clear that such studies yield more accurate or reliable results outside a large metropolitan area context.

1.1 METHODOLOGY: "THE RESIDUAL TECHNIQUE"

The residual technique deals with the above expressed concerns by taking into consideration the market capture by existing facilities. Only the retail demand in excess of this is considered to be available to support a growth in supply. Figure 1 shows how this study is implemented.

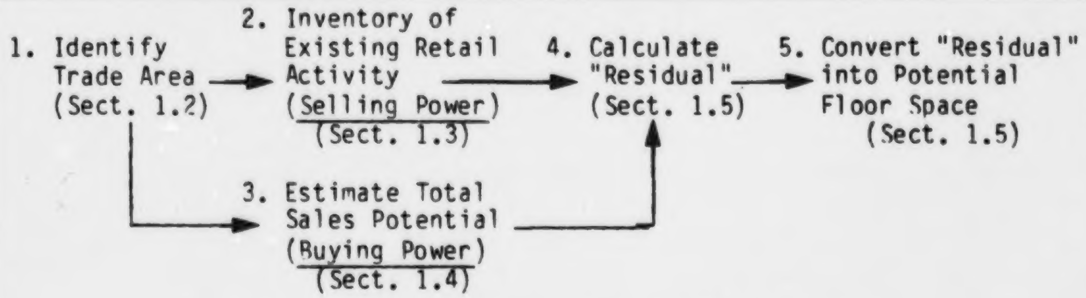

1. Identify Trade Area (Sect. 1.2)
2. Inventory of Existing Retail Activity (Selling Power) (Sect. 1.3)
3. Estimate Total Sales Potential (Buying Power) (Sect. 1.4)
4. Calculate "Residual" (Sect. 1.5)
5. Convert "Residual" into Potential Floor Space (Sect. 1.5)

FIGURE 1: THE RESIDUAL TECHNIQUE METHODOLOGY

Simply stated, the residual technique determines:

(1) the selling power of the established retail centres, and

(2) the buying power of the trade area populace

If the selling power is greater than the buying power there will be an oversupply of consumer goods and no potential for growth. If, on the other hand, buying power is greater than selling power, there will be an undersupply of consumer goods and there will be potential for growth.

1.2 IDENTIFY TRADE AREA:

The first step involved in the market study is the identification of the trade area. The trade area is defined as the region from which a commercial district will draw the majority (80-90 percent) of its customers. The other 10 to 20 percent of the district customers are usually non-residents, occasional shoppers, and tourists.

Different types of retail goods and services will be purchased with differing frequencies - some more often, some less often. The more frequent the purchase, the fewer customers will be required to support an outlet supplying the good or service and the smaller the trader area of the particular type of store needs to be.

Different sized clusters of outlets rank at different levels in a hierarchy of trade centres (see Appendix 1). The larger the trade centre and its retail cluster, the more the proportion of infrequent purchases represented and the larger must be the trade area to supply a market for all goods and services offered.

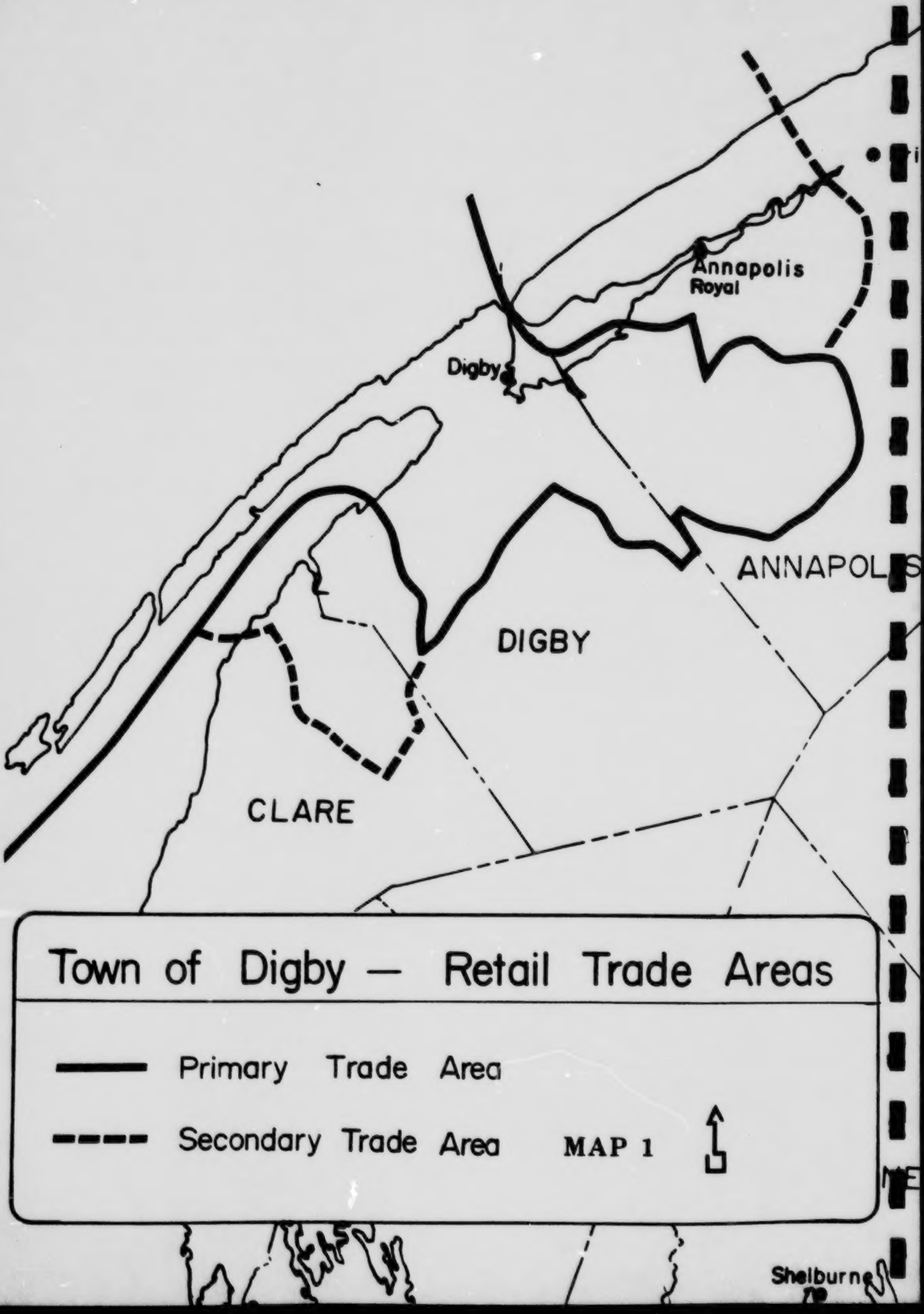
The trade area to be used for the projection of retail space requirements will be based on goods and services purchased with some degree of frequency, such as food, clothing, drugstore items, hardware, and small appliances. Less frequent purchases such as large household appliances and furniture items will draw from a larger trade area, but the larger area will account for only a small proportion of total retail sales.

In the case of a large metropolitan area, delineation of the trade area is best done through the development and calibration of a retail gravity model. With this model, the attraction between two retail centres is directly proportional to their size and inversely proportional to the distance between the two centres. Larger centres draw more customers than do smaller centres and thus have correspondingly larger trade areas.

For smaller trade areas, shoppers' surveys such as those conducted by the Nova Scotia Department of Municipal Affairs (for copies of surveys see Appendix 2), telephone surveys and discussions with local retailers can produce the same results as would a more complex calibrated gravity model. Map 1 shows the trading area for the Town of Digby, as used in a retail trade study for a municipal planning strategy. The area was delineated using a combination of these three sources.

After the trade area has been delineated, it is then divided into sub-areas. The number of sub-areas will depend on the size of the trade area being studied. Usually, it is sufficient to have an interior primary trade area and an exterior secondary trade area. The secondary trade area should account for approximately 20 percent of the total retail sales potential of the trade area.

Finally, the boundaries of the trade sub-areas are usually altered to fit Canada Census enumeration areas so that Census data can be used.



Town of Digby — Retail Trade Areas

MAP 1

1.3 INVENTORY OF EXISTING RETAIL ACTIVITY: SELLING POWER

The second step in a market study is carrying out an inventory of existing retail activity. This inventory establishes the amount of sales needed to support the present retail base. It is then possible to ascertain whether or not there is potential for growth within the retail sector.

The first step in the inventory entails categorizing the various retail functions into two different groupings. The "Department Store type Merchandise" (DSTM) grouping includes all retail trade outlets other than motor vehicle dealerships, gas stations, and food stores. The "Food Space" grouping includes both supermarkets and various food specialty and convenience stores. This grouping does not include full-service or take-out restaurants.

Categories of outlets not usually incorporated in retail trade space projections include personal services as well as the restaurants and automotive related uses just mentioned. Many large outlets such as lumber, hardware, and garden supply businesses will be primarily in the wholesale category, with only a small retail component. They, along with automobile dealerships, are increasingly being included in the light industrial category of land use, situated in industrial parks. Gas stations are usually self-limiting in number because in Nova Scotia they are generally sales outlets of the major oil companies, of which there are only a few. Personal services such as hairdressing salons are often located either in private dwellings as home occupations or above ground floor retail enterprises.

Perhaps the best way to deal with all these miscellaneous categories of businesses is through a contingency factor which allows for floor space over and above that given by the residual technique for retail sales proper. The proportion that they form of total retail floorspace today is projected into the future through informed estimation of whether the respective floorspace is likely to decrease, increase, or remain the same as a proportion of the total. The future proportion is then calculated as an actual square footage of floorspace over and above that required for retail sales alone.

The DSTM and food groupings can be treated as-is (Table 1) or subdivided into detailed categories, as shown in Table 2.

TABLE 1: RETAIL FLOOR SPACE BY GENERAL CATEGORY

		Within Commercial District (Sq. Metre)	Within Primary Trade Area (Sq. M.)	Within Secondary Trade Area (Sq. M.)	Total Within Trade Area
i)	Food Space				
	Supermarkets	800	700	500	2,000
	Others	500	350	150	1,000
	Subtotal	1,300	1,050	650	3,000
ii)	DSTM	5,000	2,500	500	8,000
iii)	TOTAL	6,300	3,550	1,150	11,000

TABLE 2: RETAIL FLOOR SPACE BY SPECIFIC CATEGORY

i)	Food Space				
	Supermarkets	800	700	500	2,000
	Convenience Stores	220	100	60	380
	Meat, Poultry, Produce	180	150	50	380
	Bakery	50	60	0	110
	Liquor	20	40	40	100
	Other	30	0	0	30
	Subtotal	1,300	1,050	650	3,000
ii)	DSTM				
	Variety, Hobby, Misc.	500	250	0	750
	Department Store	2,500	1,000	300	3,800
	Apparel	500	300	50	850
	Drugs	500	200	100	800
	Furniture	1,000	750	50	1,800
	Subtotal	5,000	2,500	500	8,000
iii)	TOTAL	6,300	3,550	1,150	11,000

NOTE: Figures used in the charts describe a hypothetical situation.

Next, the level of annual sales per square metre necessary to support the existing retail activity within the trade area must be determined. This can be done by examining retail sales statistics for past years and by interviewing store officials associated with the various retail categories. Some sample data with sources can be found in Appendix 3. In this example, the following figures are used:

i)	Supermarkets	$4,000/sq.m./year,
ii)	Other Food Stores	$3,000/sq.m./year,
iii)	DSTM Stores	$1,500/sq.m./year

Applying these assumed sales figures to Table 1, the total trade area sales needed to support the existing retail activity can be computed as follows:

i) Supermarkets

2,000 sq.m. x $4,000/sq.m./yr. = $8.0 million

ii) Other Food Stores

1,000 sq.m. x $3,000/sq.m./yr. = $3.0 million

iii) DSTM Stores

8,000 sq.m. x $1,500/sq.m./yr. = $12.0 million

After determining the minimum annual sales needed to support the existing retail activity, the next step is to determine what is the buying power of the trade area populace.

1.4 ESTIMATE TRADE SALES POTENTIAL (BUYING POWER)

The buying power of a trade area depends on three factors: population, per capita disposal income, and the allocation of disposable income to various retail categories. A fourth factor that can be considered is that of time. If a Council has decided that they want to know what the potential for commercial growth is presently, then the time factor is of minor importance. However, if that Council wants to know the future for commercial growth in the municipality or "When will more commercial space be required?" then the time factor is crucial. In the hypothetical example worked through here it is assumed that the latter is the case.

1.4.1 POPULATION

If the trade area boundary has been altered to conform to the Census enumeration areas, the population of the trade area is simply obtained from Census data. In order to be able to check population projections against future Census data, they should be done for five-year intervals which conform to Census dates (i.e. 1981, 1986, 1991, 1996). Population forecasts should not be for more than ten years if straight line extrapolations are used. Forecasts for a longer term necessitate detailed population studies if they are to retain a degree of reliability. Appendix 4 lists recently published population forecasts for the province. In this example, the population figures in Table 3 will be used.

TABLE 3: POPULATION

YEAR	1981	1986	1991	1996
TRADE AREA SEGMENT:				
Primary	20,000	20,300	20,605	20,914
Secondary	10,000	10,150	10,302	10,457
Total Trade Area	30,000	30,450	30,907	31,371

1.4.2 DISPOSABLE INCOME

Disposable income together with population can indicate a demand for increased retail space. Outside the Halifax-Dartmouth metropolitan area, where population stability or modest growth is the common situation, the amount of disposable income free for DSTM and food expenditures is the more important variable. There could still be a demand for additional retail space if living standards, at least as reflected in disposable income, improve.

The disposable income of a household is the income remaining after taxes. The best source of disposable income data is The Financial Post's Canadian Markets report, published annually and giving the average figure for each county. Appendices 3 and 4 describe this source.

For the example, it is assumed that both the primary and secondary trade areas fall within the same county. If in reality this is not the case, it may be necessary to further divide primary and secondary trade areas further to fit into those county divisions for which data is available. The disposable income figures in Table 4 are assumed for the example.

TABLE 4: DISPOSABLE INCOME PER CAPITA

YEAR	1981	1986	1991	1996
County X	$5,100	$5,360	$6,633	$5,920
Nova Scotia	$6,300	$6,621	$6,959	$7,314

Population and disposable income measures are only crude indicators of potential growth. To answer question about the form which this growth is to take, the proper proportion of disposable income has to be allocated to retail sales.

1.4.3 ALLOCATION OF DISPOSABLE INCOME

After-tax or disposable income is that portion of income left for the individual to spend on consumer goods. For the average consumer, disposable income is divided among housing, transportation, food and DSTM expenditures. For this analysis only food and DSTM expenditures are of interest.

The Financial Post's Canadian Markets report is published annually and gives DSTM and food sales for each province (see Appendix 3). Taking this figure for the province, dividing it by the provincial disposable income figure, and multiplying this by 100, results in the percentage of disposable income the average consumer in Nova Scotia spends on DSTM and food. Because this analysis is designed to forecast future retail demand, it is necessary to compute these figures back several years in order to identify a trend. This is done in Table 5. The trend indicated in the table is one of a declining percentage of disposable income spend on either DSTM or food.

TABLE 5: FOOD AND DSTM SALES PER CAPITA AS A PERCENTAGE OF PER CAPITA DISPOSABLE INCOME IN NOVA SCOTIA

Year	Disposable Income (DI)	DSTM Sales (M$)	DSTM/DI(%)	Food Sales (M$)	Food/DI (%)
1977	3,950	948.1	24.0%	438.9	11.1%
1978	4,438	1,023.1	23.1	511.8	11.5
1979	4,932	1,194.1	24.2	604.8	12.3
1980	5,493	1,307.0	23.8	716.8	13.0
1981	6,239	1,351.8	20.8	742.2	11.9
1986	9,982	2,027.0	20.3	1,113.3	11.2
1991	14,973	3,039.8	20.3	1,669.9	11.2
1996	22,450	4,559.6	20.3	2,504.9	11.2

Source: Financial Post, Canadian Markets 1976-1985

It is assumed that the percentage of disposable income used for DSTM and food in the trade area is the same as for the province overall. The projections in Table 5 are simply straight line extrapolations. A knowledge of the local circumstances will allow the planner to introduce more realistic assumptions and make better predictions.

The final calculations of the market analysis are of the demand per capita for each of the consumer good groupings and of the total demand for the trade area. The first calculation involves multiplying the disposable income figures by the percentage of disposable income which the consumer spends on the commodity. This is done in Table 6.

TABLE 6: PER CAPITA DEMAND FOR FOOD AND DSTM

Year	Disposable Income per Capita	Proportion Spent On Food	Food Demand per Capita	Proportion Spent On DSTM	DSTM Demand per Capita
1986	$5,360	11.2%	$600	20.3%	$1,088
1991	5,633	11.2	631	20.3	1,143
1996	5,920	11.2	663	20.3	1,202

Two simplifying assumptions have gone into the making of Table 6. The first is that the proportions of disposable income spent on food and DSTM will remain constant through time. This may or may not be the case; an analysis of historical data would be needed to determine this.

The second assumption is that the two proportions do not change with income level, or that the proportions given in Table 6 represent a valid average across all income levels. A more detailed analysis would take account of the income distribution in the trade area, the diminishing proportion of income spent on food as income rises, and any projected changes in the proportions of income spent.

The second calculation in establishing total trade area demand involves multiplying the per capita figures for food and DSTM expenditures in Table 6 by the trade area populations given in Table 3. This is done in Table 7.

TABLE 7: TOTAL TRADE AREA DEMAND FOR FOOD AND DSTM

Trade Area Segment	Year	Population	Total Food Demand ($M)	Total Food Within Funding Area ($M)	Total DSTM Demand ($M)	DSTM Demand Within Funding Area ($M)
Primary	1986	20,300	12.2	12.2	22.1	22.1
(100% of potential	1991	20,605	13.0	13.0	23.6	23.6
market captured)	1996	20,914	13.9	13.9	25.1	25.1
Secondary	1986	10,150	6.1	4.3	11.0	7.7
(70% of potential	1991	10,302	6.5	4.6	11.8	8.3
market captured)	1996	10,457	6.9	4.8	12.6	8.8
Total Trade Area	1986			16.5		29.8
	1991			17.6		31.9
	1996			18.7		33.9

The figure for the primary trade area assumes that there are no leakages i.e. no shopping outside the area. This means that the consumers found within the primary trade area do all their shopping within the trade area. While the demand for facilities is overstated, this is not a major concern as long as allowances are made for the overstatement. A more accurate figure is possible if an estimate of leakage can be made from any shoppers' surveys used to delineate the trade area.

The following have now been determined:

(1) the selling power of the established retail centres, and

(2) the buying power of the trade area population.

If the selling power is greater than the buying power there would be an oversupply of consumer goods and no potential for growth. If, on the other hand, buying power is greater than selling power, there would be an undersupply of consumer goods and thus some potential for growth. To determine how much growth is warranted the "residual" must be calculated.

1.5 CALCULATION OF THE RESIDUAL

The calculation of the residual simply entails subtracting retail supply from retail demand and converting these figures into floor space demand. The retail supply or total trade area sales needed to support existing retail activity was calculated on Page 10. The residual is calculated in Table 8. By examining the "space demand" column of Table 8, one can determine both the amount of space required and the proper phasing of this development.

TABLE 8: EXISTING RETAIL SUPPLY AND FORECAST SPACE DEMAND

	Demand ($M) (Table 7)		Supply ($M) (follow Table 2)		Demand-Supply ($M)		Space Demand[1] (sq.m.)	
YEAR	FOOD	DSTM	FOOD	DSTM	FOOD	DSTM	FOOD	DSTM
1986	16.5	29.8	11.0	12.0	5.5	17.8	1310	8900
1991	17.6	31.9	11.0	12.0	6.6	19.9	1571	9950
1996	18.7	33.9	11.0	12.0	7.7	21.9	1833	10950

[1] Assumes that annual sales of $4,200 per sq. metre will be necessary for all new food space and that annual sales of $2,000 per sq. metre will be necessary for new DSTM space.

As with any attempt made at modelling and forecasting, there are shortcomings with the "residual technique". Most of these are due to the lack of appropriate data forcing the analyst to make a number of assumptions about the trade area and consumer demand. Additional surveying and data analysis in such areas as the extent of leakage from the trade area and the proportions of disposable income spent on food and DSTM across income groups and into the future can serve to refine the results.

If these assumptions are kept in mind when recommendations are made, this will not be a problem. The "residual technique" provides the planner with a valuable tool to analyse commercial development which is a step more refined than simply using population or disposable income predictions.

CHAPTER 2 - DOWNTOWN OR PERIPHERY?: THE FORM OF RETAIL EXPANSION

2.1 INTRODUCTION

Chapter 1 posed the three questions to be answered in a retail market study:

1) How much, if any, retail space is required?
2) Where should this space be located?
3) When will it be required, i.e. how should it be phased in?

The residual technique as described in the same chapter is used to answer questions (1) and (3). This chapter and the next deal with question (2).

The private sector makes the decisions as to where new retail development should be located, but the municipality can constrain the decisions through land use controls.

For the municipality, the choice must be made as to what primary form new retail development will take: shopping mall development or independent retailer expansion. In a locational sense, this choice is usually one between a peripheral shopping centre and a central, established commercial district; although a shopping mall can sometimes be developed in a downtown context. The highway commercial strip would appear to be another option, but will be shown to be meant for a specialized type of retail. Such non-mall, non-CBD development is dealt with in Section 3.5 in the next chapter.

This chapter will examine the pros and cons of each form of retail development while the next chapter will examine the consequences associated with the locational decision and the corresponding zoning options.

2.2 SHOPPING CENTRE DEVELOPMENT

2.2.1 ADVANTAGES TO THE COMMUNITY

There are a number of advantages associated with retail expansion through shopping centre development, assuming there is sufficient retail residual to support such expansion. It was noted before that in a situation where there is an undersupply of retail space, it is the consumer who may suffer. This is because the existing retailers may have gained a spatial monopoly which could result in a situation of limited choice for the consumer. If such a situation does exist, the decision to expand retail space through the construction of a shopping centre allows for a relatively rapid addition of retail floor space compared to other types of development.

Another advantage which is associated with rapid development is the generation of tax dollars. This occurs for two reasons. First, shopping centres carry a higher assessment than do individual stores. Secondly, because a shopping mall brings a large amount of floor space on line quicker than would be the case if the same amount of floor space were built by independent, individual retailers, the generation of tax dollars is correspondingly quicker.

Shopping centres not only generate higher tax revenues in a shorter space of time; they also require smaller or no public expenditures in meeting parking requirements. Shopping malls do not require public subsidized parking facilities. This is important because adequate parking is one of the primary requisites of a successful shopping area. Access to shopping malls, especially in towns with no public transit, will be mainly by automobile. To meet these parking requirements a developer needs access to large tracts of land.

The above advantages accrue primarily to the municipal government but there are advantages which benefit the consumers and the community as a whole. Generally people prefer to shop in shopping centres because of the greater variety of choice there. Part of this variety is provided by the major, anchor-type retailers which usually locate within the malls. In some cases, major department stores have made the unequivocal statement that if a shopping centre proposal was defeated by Council, they would not locate downtown. A town serving a regional market and working to strengthen its position will likely want a full-line department store, which may only be attracted with the establishment of a climate-controlled shopping mall.

Finally, shopping centers can be used as a focus for community development. In the Town of Bridgewater, this potential has been recognized in their municipal planning strategy where the stated policy is to:

> "encourage the inclusion within shopping centres of private community facilities such as theatres, day care centres, youth and senior citizens' congregating areas, display and exhibit areas, and indoor gardens".

Shopping centres have also included private offices, medical and dental clinics, and even classrooms for community colleges. Thus shopping centres can serve cultural as well as economic purposes.

2.2.2 DISADVANTAGES TO THE COMMUNITY

Most towns have an established economical and cultural node in their central business district. The ability of the shopping centre to take on all the functions of the CBD and thus compete directly with it is the primary disadvantage of shopping centre development. In many cases the CBD is the loser in this competition.

As described in the previous section, the shopping centre can attract full-line department stores with the ample free parking and climate-controlled public spaces. For this reason, often many of the downtown merchants cannot compete with a new shopping centre and must close down. This results in a neglected downtown area which encourages acts of vandalism and other crimes.

This can bring about an out-migration of residents from the town centre to the periphery. Those who cannot afford to move are from the poorer segment of society.

Shopping centre developers have acknowledged an occasion that their development will shift established patterns of general social activity as well as of shopping. This shifting of patterns is often not in the best interests of the town. In most towns the density of population increases towards the centre, so that the central shopping district is in close proximity to the greatest number of town residents possible. When a shopping centre locates on the periphery of the town, the majority of the towns-people must commute to it. This can be a hardship for those who do not have access to an automobile, specifically the young, the old, the poor, as well as stay-at-home spouses of one-car families. In towns with public transit this hardship is severe enough, but in towns with no public transit it is intensified to the point where some have virtually no access to the new shopping centre.

From an economic point of view, the whole process leads to the inefficient underutilization of an established infrastructural network. From a social point of view it may necessitate the expenditure of extra funds on social services for the disadvantaged, such as subsidized housing or transit.

The unique character and ambience of a small town cannot be re-created in a shopping mall. The cultural impact of a totally new commercial district can be such as to contribute to the wearing away of the traditional values of the community, as people - especially the young - find new meeting places and activities away from the centre of town.

Shopping centres have direct impacts on the local economy. They usually are owned by interests outside the region of location, and profits are thus exported. Retail outlets in shopping centres usually do not concentrate on offering a high level of customer service, so that retail employment per unit of sales floor area is less than in the traditional outlets. The employment that is provided is usually part time and lower pay.

Local independent business are often discriminated against in shopping centres in favour of national chains. Such chains normally either import managers from outside the community or ensure that the business decisions which the manager is called upon to make are of a low level of importance. In either case, local resourcefullness and entrepreneurial spirit is probably not fostered.

Finally, in the matter of municipal expenditures, an new mall may require significant investment in the form of sewer and water extensions and street widenings. At the same time, a decline in assessed values and the property tax base in the CBD may more than offset the initial tax gains from the shopping centre.

2.3 CBD RETAIL DEVELOPMENT

Independent retailers, commonly found downtown, offer both advantages and disadvantages to the local retail economy. Because they are inherently smaller than the chains found in shopping malls, they can be more specialized and at the same time be more flexible in responding to market changes. They can offer to the consumer a variety of goods and a level of personalized service which are not commonly provided elsewhere.

Many of the advantages of independent retail expansion within the central business district do not stem solely from the economics of the development. The encouragement of retail development within the CBD preserves and enhances established social and economic patterns in contrast to the effects of shopping centre development.

However, the cost of being a smaller independent retailer is usually higher costs of operation. The wholesaler cannot offer the independent the bulk discount prices for goods which he can offer an entire national chain. The chain can often provide ancillary requirements such as accounting, legal, and insurance services at lower costs through its national office. Even if the independent wishes to locate in a shopping mall, he may have to pay higher rents than the chain with its greater bargaining power.

Traditionally, independent retail merchants have been unwilling to cooperate on store hours, promotional campaigns and parking provision, although this attitude has been turning around due in large part to the initiatives taken by the Mainstreet Program. Nevertheless, all the efforts to date have been unable to attract a single major department store downtown or make a single downtown street or sidewalk into a climate-controlled interior space, in spite of the recognition that department stores and weather protection attract a large share of the consumer dollar.

There are two disadvantages of encouraging downtown commercial development. First, it is difficult to attract major retail anchors into the downtown. Second, and related to this, assembling land for parking is a costly endeavour which cannot reasonably be expected to be accomplished by the downtown merchants acting alone. The municipality must become involved in parking lot development, whether by being the agent for collecting revenue from individual businesses or by partially funding acquisition and development efforts.

2.4 HIGHWAY COMMERCIAL DEVELOPMENT

A third major form of commercial activity is that of highway commercial development. This land use can be differentiated from the former two commercial land uses because of its automobile rather than pedestrian orientation. Shopping malls and CBD shopping areas are oriented towards multiple purpose trips. While customers usually arrive in the area in some type of public or private vehicle, movement from shop to shop is by foot. In contrast, automobile-oriented commercial areas are dominated by land uses which generate primarily single-purpose trips. Movement from shop to shop is limited and usually by automobile.

A good definition of a highway commercial zone is given in the Town of Truro Municipal Planning Strategy wherein it is noted that land uses within such a zone should be highway dependent, land intensive and low traffic generating.

Highway dependence is defined as meaning that the commercial activity is operationally dependent on its proximity and access to a major highway, rather than merely benefiting from such proximity and access. Land intensiveness is defined as meaning that the commercial activity needs large areas of land for operational purposes such as open storage and display (example: a lumber yard or a car lot) rather than strictly for customer parking (example: a shopping mall). Low traffic generation is desirable because the zone is usually on a major community access road and large volumes of local rather than through traffic would impede the primary function of the road.

Highway commercial zones are thus not comparable with either CBD or shopping mall zones. In fact, highway commercial zones are more compatible with industrial land uses and might well be located adjacent to the latter, preferably away from residential areas.

2.5 OPTIONS

Application of a residual technique market analysis will reveal the local market circumstances. Many Nova Scotian towns will not have sufficient residual market potential to support a shopping centre for a number of years even if the development of one is considered desirable. In such cases, a town council has three options:

(1) allow the building of a shopping mall in the immediate future, thus acknowledging there will be an adverse impact sustained by existing retail areas;

(2) hold off permission for a shopping centre until there is sufficient residual potential, thus accepting a shortage of supply over the interim;

(3) encourage individual, retail expansion. The advantage of the third option is that market demand is satisfied as it is established, in an incremental, step-by-step process. Presumably, under this option there will be no room in the retail market for a shopping centre.

The option chosen can be brought about through appropriate policies stated in a municipal planning strategy and regulations in a land use by-law. The Planning Act is not the only provincial statute which gives the municipality some control over retail development. The Act to Regulate the Development of Shopping Centres implicitly states the position of the Province of Nova Scotia with respect to shopping centre development (see Appendix 5), as follows:

- first, to ensure that all concerned individuals and organizations have an opportunity to express their views prior to a new shopping centre development proposal being approved or refused;

- second, to provide a mechanism for attempting to understand what potential effects a proposed shopping centre would have on the existing retail structure of an area;

- and finally, to attempt to ensure that any new shopping centre is in fact necessary and desirable.

A market study must be carried out to realize the second and third objectives of the Shopping Centres Act. If such an analysis determines that there is no residual market, council and the public should be made aware of the ramifications of major retail expansion.

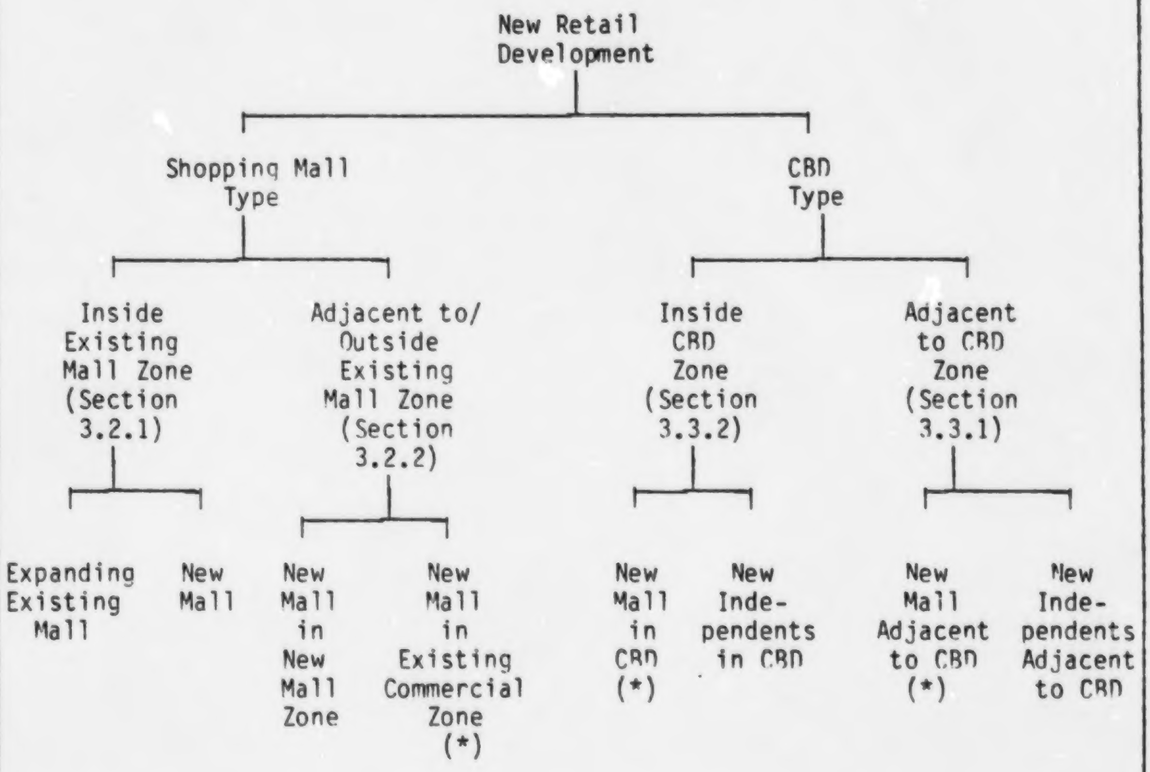
CHAPTER 3 - LOCATIONAL OPTIONS AND ZONING REQUIREMENTS

3.1 INTRODUCTION

After it is decided what form new retail development is to take, the zoning options open to the municipality must be examined. A zone is simply an area in which certain uses of land or structures are permitted or prohibited. Section 53 of The Planning Act states that "zones shall be established in a land-use by-law by the use of maps and text", and that "the maps shall divide the planning area into zones, and the by-law shall prescribe for each zone permitted or prohibited use of land or structures". Therefore, the land use by-law will be the primary tool, used in conjunction with the municipal planning strategy, to locate new commercial development. The development agreement is another tool available through the two documents to provide for developments not normally allowed within a zone.

Figure 2 shows the locational options open to a municipality for major expansions of retail space.

FIGURE 2: LOCATIONAL OPTIONS FOR MAJOR RETAIL SPACE EXPANSIONS


New Retail Development
Shopping Mall Type
CBD Type
Inside Existing Mall Zone (Section 3.2.1)
Adjacent to/ Outside Existing Mall Zone (Section 3.2.2)
Inside CBD Zone (Section 3.3.2)
Adjacent to CBD Zone (Section 3.3.1)
Expanding Existing Mall
New Mall
New Mall in New Mall Zone
New Mall in Existing Commercial Zone (*)
New Mall in CBD (*)
New Independents in CBD
New Mall Adjacent to CBD (*)
New Independents Adjacent to CBD

*Development agreements may be used to accommodate shopping malls outside established shopping mall zones.

In this chapter the zoning consequences associated with each of the above locational options will be examined. Also treated will be zoning options for smaller communities.

3.2 SHOPPING CENTRE EXPANSION

A number of municipalities in Nova Scotia have zoned part of their commercial area as "shopping centre zones". These areas are usually found at the periphery of a town and have been made to conform very closely to the boundaries of an existing shopping centre use. Where it is decided that shopping centre expansion is desirable, the proposal can occur either within the established shopping centre zone or outside it. (See Figure 2).

3.2.1 INSIDE SHOPPING CENTRE ZONE

A new shopping mall may locate within an existing shopping centre zone, although this is unlikely because usually such a zone is created to accommodate an existing development and there is not the room to accommodate another mall. Therefore, if the development is to occur within an existing shopping centre zone, it will usually take the form of an expansion to the existing mall.

There are two major problems associated with expanding an existing shopping centre. The first is a concern of the developer. A properly designed shopping mall will have its major stores or "anchors" so positioned that they encourage pedestrian flows between them. Thus it is common to have major department or grocery stores located at either end of the mall, with smaller specialty stores located between. Any expansion should be designed so that this relationship is retained in order to fully utilize the associative advantage of being located with major retailers.

The second problem is external to the actual structure and more a concern of the public and therefore Council. An increase in the size of a mall will result in a corresponding increase in traffic generation and, therefore, parking demand. At the same time, the increase in floor space will decrease the area of the original site available for parking. If adequate parking is not provided on-site, there could be considerable disruption of surrounding neighbourhoods as shopping centre customers are compelled to park on-street. Therefore, it is essential that the land use by-law set out parking standards. An acceptable parking standard for shopping centre development is a parking area which is three times the gross leasable floor area of the mall exclusive of common areas. Preferably, the standard should be stated as the ratio of number of parking spaces to gross leasable floor area.

The developer may be in a position where he must either build a parking structure or expand into the area immediately outside of the zone. In most cases a parking structure is not economically feasible, so that expansion outside the zone, usually into an open space or low density residential area, is necessary. In the latter event, it may not be feasible to expand a parking lot into a residential zone both in terms of higher property costs and potential incompatibility with existing uses.

3.2.2 OUTSIDE SHOPPING CENTRE ZONE

The second situation which a town council may face when dealing with shopping centre expansions is that of a developer wanting to expand outside of an established shopping centre zone (See Figure 2). This is the more likely of the two possibilities, given the usual matching of shopping centre zones with existing facilities. Figure 2 shows two options: "new mall in a new mall zone" and "new mall in an existing commercial zone".

In the case where a new mall requires a new shopping centre zone, it will be necessary for the municipality to amend its land use by-law. If policies in the municipal planning strategy do not permit this, it will be necessary to also amend the strategy. The procedure for this is outlined in the Planning Act. Section 50 of the Act enables a municipality to amend or replace a municipal planning strategy, noting that the procedure is the same as would be followed when adopting a first municipal planning strategy. This procedure is put forward in Sections 42 and 43 of the Act and the provisions of these sections apply, with due alteration of details, to any such amendment. Any amendment must be approved by the Minister of Municipal Affairs.

Sections 60 and 61 set out the procedure followed for amending a by-law. According to Section 61, "any person may apply to amend a land use by-law".

The location of the new zone is the first consideration. Land prices will be lowest at the edge of town, so that it would be in the developer's best interest to have it locate there. But because tax rates are lower in the rural municipalities, developers often actually prefer a location just beyond the town limits.

The Act to Regulate the Development of Shopping Centres was enacted as one means of assisting a town in addressing the issue of development beyond its borders and its control which could adversely impact upon its own commercial sector. If the town and the rural municipality are prepared to cooperate for mutual benefit, they can pursue an inter-municipal planning strategy under Section 36 of the Planning Act and/or the possibility of special legislation enabling tax revenue sharing from large commercial developments such as shopping centres.

Usually, it is in the town's best interests to have the mall zone located not only within the town, but relatively close to the centre of town where infrastructural support is more developed. The attempt may be made to locate shopping centre development within an existing commercial zone, usually one of the four types listed in Table 9.

TABLE 9: TYPES OF COMMERCIAL ZONE

ZONE	DESCRIPTIVE USE
Local Commercial	Corner Store
Highway Commercial	Lumber Yard Green House Garden Centre
Transitional Commercial or Restricted Commercial	Mixed Land Uses (Commercial Predominates)
CBD Commercial	Main Street Stores

Of these, a local commercial zone is obviously not appropriate for shopping centre development. Nor is a shopping centre use compatible with a highway commercial zone as defined in Section 2.4. A conflict will arise between a high traffic generating, pedestrian use (the shopping centre) and a low traffic generating, highway dependent use (highway commercial businesses). The municipality should attempt to distinguish shopping centre commercial from highway commercial by not combining the two into a single zone. In fact, highway commercial zones are more compatible with industrial land uses than with shopping centres.

The potential problems with locating in a transitional commercial zone adjacent to a residential area have already been noted in the discussion of expansions of existing shopping centres. These will, of course, be greater in the case of an entirely new development.

Finally, there are a number of difficulties associated with development within the central business district. It is problematic for a developer to assemble the required amount of land in a downtown area at a reasonable price. This trouble and expense is possibly the greatest obstacle to locating a shopping centre downtown. Nevertheless, a downtown location may be in the best interests of the municipality, since the established infrastructural network is utilized and substantial new infrastructure may not be required.

Regardless of where a shopping centre locates, there should be some minimum standards associated with the development. Table 10 summarizes some of the basic zoning requirements, as gathered by the Community Planning Division of Municipal Affairs, from land use by-laws in effect in December, 1982. The rationale behind these standards is directly related to the Town's policy towards shopping centres as established in the Town's municipal planning strategy.

TABLE 10: MINIMUM STANDARDS - SUMMARY*
ZONE: COMMERCIAL SHOPPING CENTRE

	RANGE OF MINIMUM STANDARDS (found in Towns)		FREQUENTLY USED STANDARDS (found in % of Towns given in brackets)		
	LOWEST	HIGHEST	MOST FREQUENT (%)	2nd MOST FREQUENT (%)	3rd MOST FREQUENT (%)
Minimum Lot Area (ft.)	20,000	435,600 (10 acres)	87,120 (70%) (2 acres)	435,600 (10%) (10 acres) 20,000 (10%)	
Minimum Lot Frontage (ft.)	200'	600'	200'(70%)	100'(20%)	600'(10%)
Minimum Front Yard (ft.)	25'	200'	40'(60%)	70'(10%)	
Minimum Rear Yard (ft.)	25'	40'	40'(80%)	25'(10%)	

*This summary was produced by the Community Planning Division of Municipal Affairs from land use by-laws approved prior to December, 1982, and applies to the following 10 Towns: Antigonish, Bridgewater, Canso, Glace Bay, Mulgrave, Port Hawkesbury, Springhill, Truro, Windsor, Yarmouth.

Parking requirements is another important standard. Close to 75% of the municipalities in Nova Scotia use the standard of the parking area being three times the gross leasable area (GLA). This converts to approximately 10 parking spaces/100m^2 of GLA. The other 25% of municipalities have a standard of approximately 5 spaces/100m^2 GLA. This lower standard is closer to standards used in the United States and Ontario.

For example, parking standards for various types of shopping centres in the U.S.A. range from 4.3 to 5.4 spaces/100m^2 GLA and in Ontario range from 4.2 to 5.3 spaces/100m^2 GLA. (Source: Ontario Ministry of Municipal Affairs - Commercial Parking: A Planner's Handbook, 1986.)

Again the standard adopted within the Town By-law should reflect the stated policy of the municipality with respect to shopping centre development. For example, a policy might be that a downtown mall need not provide as many spaces as a peripheral mall because of alternate spaces provided through an active downtown parking areas development program.

3.2.3 DEVELOPMENT AGREEMENTS FOR SHOPPING CENTRE DEVELOPMENT

A number of municipalities deal with shopping centre development through the implementation of a development agreement as provided for in the Planning Act. Development agreements have the advantage that they can provide more flexibility without sacrificing adequate controls. However, once the agreement is signed it is binding on both parties involved.

According to Section 38(2)(p)(i) of the Planning Act:

> "A municipal planning strategy or an inter-municipal planning strategy may include statements of policy with respect to any or all of the following:
>
> p) policies governing
>
> i) the use of development agreements in accordance with Section 55."

Therefore, a municipality cannot use development agreements as a tool to control development without having an explicit policy to do so stated in their municipal planning strategy.

Also, Sections 55(1) and (2) of the Planning Act state:

> "1) Policies adopted by a Council pursuant to clause (p) of subsection (2) of Section 38 to provide for development by agreement shall identify matters that the Council shall consider prior to the approval of an agreement and the developments that are subject to the agreement.
>
> 2) Where a municipal planning strategy contains policies pursuant to subsection (1), the land use by-law shall identify the developments to be considered by agreement. 1983, c.9, s.55."

Therefore, the land use by-law will have to state specifically what types of development can be considered using a development agreement and the municipal planning strategy will set out a list of general criteria which Council will review when considering entering into a development agreement. These criteria could include matters such as:

- ensuring the proposal is in conformance with the intent of the municipal planning strategy and with the requirements of all other Town by-laws and regulations;

- ensuring the proposal is not premature or inappropriate by reason of:
  - i) the financial capability of the Town to absorb any costs associated with the development
  - ii) the adequacy of the existing infrastructure; and
  - iii) the potential for damage to or destruction of historical buildings and sites;

- ensuring the proposal does not conflict with adjacent or nearby land uses or that potential incompatibility is reduced through the use of screening, buffering, and landscaping;

as well as other priorities the Town may have.

Finally, Section 67(1) of the Planning Act states:

> "An agreement pursuant to Section 55 or 56 may contain terms with respect to:
>
> a) matters that a land use by-law may contain under Sections 53 and 54;
>
> b) hours of operation;
>
> c) maintenance of the development."

Items b) and c) can be addressed only within the context of a development agreement.

Therefore, the municipal planning strategy shall also include a second list of criteria, which are more site specific and actually forming a part of the development agreement. These could include such matters as:

- specific use and size of the structure, either new or an expansion of an existing structure;
- the location of any structure within a development;
- the percentage of land that may be built upon and the size of yards, courts or other open spaces;
- the architectural design or external appearance of structure, in particular its compatibility with adjacent structures;
- the provision of services and utilities;

- traffic generation, ingress to and egress from the site to abutting streets and parking;
- the landscaping or buffering of developments;
- alteration of land levels;
- open storage;
- public display of advertising;
- any other similar matter that may be addressed in a Land Use By-law which Council feels is necessary to ensure the general compatibility of the use and structure with adjacent areas.

3.3 CBD ZONE EXPANSION

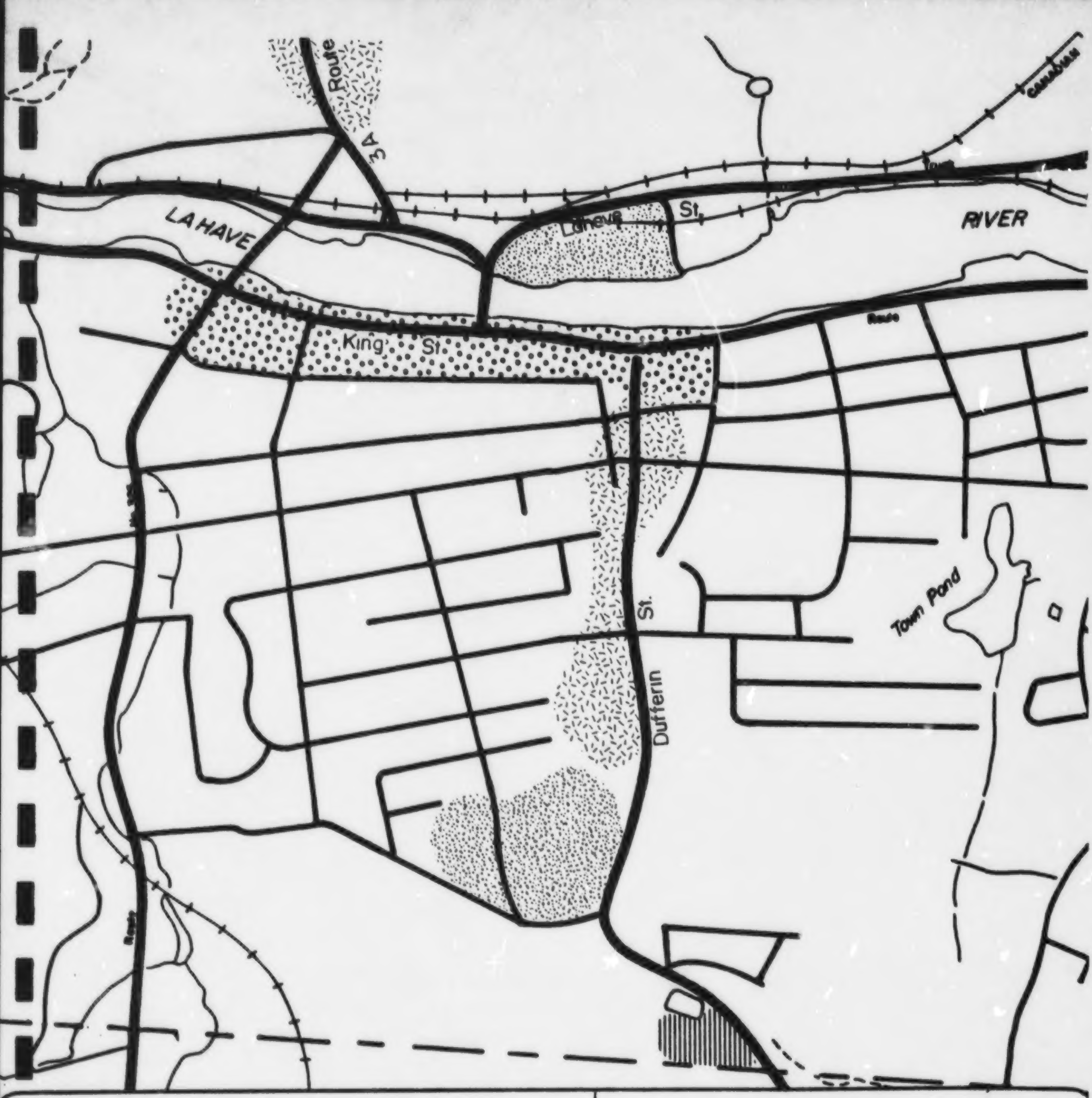
The traditional shopping areas of most Nova Scotian towns is the downtown "Main Street" area. Within this downtown area, the expansion of retail activity will be either within the established CBD zone or outside it (see Figure 2). While the boundaries of a CBD are less distinct than are the boundaries of a shopping mall zone, the actual location of the CBD is usually an historical given. Thus, these options are more restricted than in the shopping mall expansion case.

3.3.1 ADJACENT TO CBD ZONE

Given the compact pedestrian nature of a CBD, any individual retail expansion which occurs outside of the CBD zone will tend to occur directly adjacent to it. Independent highway commercial development, which has already been described as differing from pedestrian-oriented uses, is an exception to this.

Development on the outskirts of a CBD can be focussed along an access route to the CBD as in the use of Bridgewater (see "Restricted Commercial" on Map 2) or it can be dispersed so that it rings the CBD like in Amherst (see "Restricted Commercial" on Map 3). In the former case, this intermediate zone links together the historical downtown area and one of the town's shopping centre zones. In the latter case, ringing the CBD with an intermediate zone is an attempt to focus development in the downtown, thus making a clear distinction between the CBD and the shopping centre zone. Depending on local circumstances, some combination of the corridor and the ring forms might be appropriate.

These intermediate uses or expansion zones usually have a mix of land uses, with commercial uses predominant. It is important to demarcate an edge to such a zone, as the aim will be that eventually it will convert completely to CBD-like commercial use. Thus, other uses - specifically established residential areas which border the zone - should be protected from the commercial expansion by policies within the town's municipal planning strategy and through the implementing regulations of the land use by-law.



BRIDGEWATER / CENTRAL COMMERCIAL AREAS

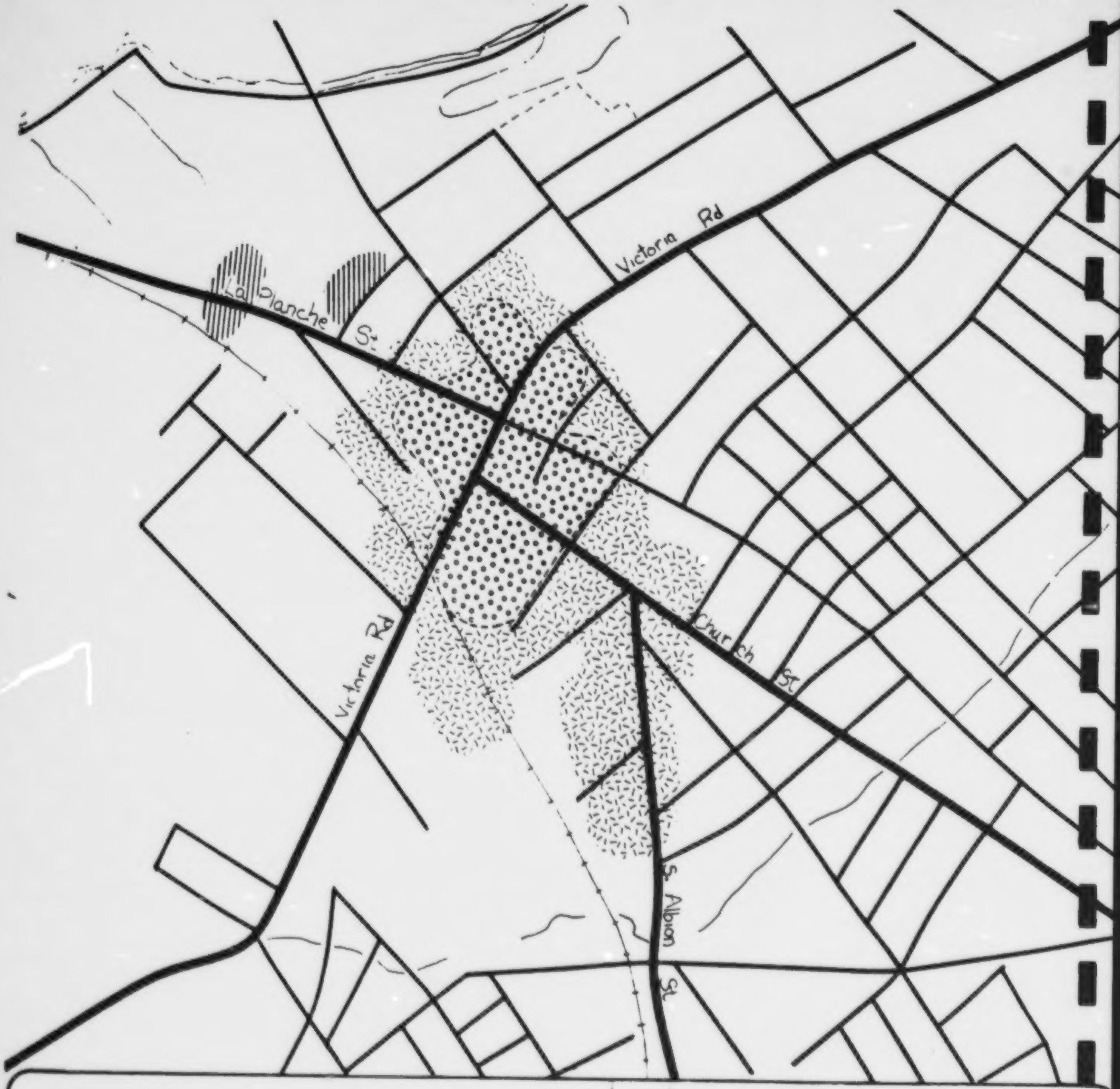
Town Centre Commercial / General Commercial

Shopping Centre Commercial

Restricted Commercial

Highway Commercial

MAP 2



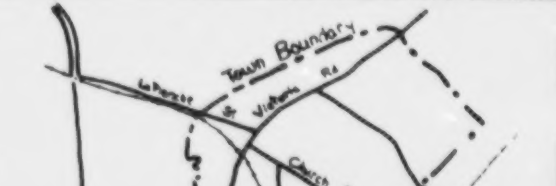
AMHERST / CENTRAL COMMERCIAL AREAS

⁘ Town Centre Commercial / General Commercial

▨ Restricted Commercial

▥ Highway Commercial

MAP 3



The MPS/LUB amendment process may have to be initiated to accommodate the anticipated growth. This process includes public participation as a vital component, meaning that the residents of an area proposed for development will have an opportunity to make their feelings known.

3.3.2 INSIDE CBD ZONE

The major concern associated with retail expansion outside of a CBD zone is with the protection of residential areas. Within the CBD zone, the corresponding concern relates to retaining the character of the area. There is a need to strengthen the established commercial, as well as residential, presence within the area.

It has already been noted that in order for a commercial area to remain healthy, adequate parking is essential. Parking standards for retail commercial uses in Nova Scotian municipalities other than shopping centre uses range from approximately 3.3 spaces/100m^2 GLA (gross leasable area) to 5.4 spaces/ 100m^2 GLA. In a study done by the Ontario Ministry of Municipal Affairs standards range from a low of 1.1 spaces/100m^2 GLA to a high of 5.9 spaces/100m^2 GLA, with the two most common standards being 4.0 and 5.5 spaces/100m^2 GLA. The Nova Scotia Municipal Planning Handbook suggests a parking standard of 3.6 spaces/100m^2 GLA. The standard which a municipality uses will depend on the local factors or circumstances affecting parking demand. Some of these are listed in Table 11.

TABLE 11: **FACTORS AFFECTING PARKING DEMAND**

- Land Use:	. type of land use . bulk and size of development . existing land uses in area . location in commercial area versus outlying sites
- Transportation:	. mode of travel . vehicle occupancy . accessibility to parking . adequacy and cost of public transit
- Others:	. number of employees and visitors at building . cost of parking, permitted duration . size and type of community . parking supply in proximity . amount of parking violation fines

SOURCE: Ontario Ministry of Municipal Affairs, Commercial Parking: A Planners' Handbook, 1986.

A number of Nova Scotian municipalities exempt downtown land uses from compliance with parking requirements as a means of attracting retail development to the downtown and thereby strengthening the retail presence. The problem with such action is that while in the short term it may attract business downtown, in the long term it will exacerbate a problem which can only make shopping centres more attractive to shoppers. Therefore, it is essential that someone take on the responsibilities of providing parking facilities. The Planning Act in Section 58(2) allows a municipality to include in a municipal planning strategy and land use by-law provisions for the payment of cash in-lieu-of on-site parking facilities. The funds so raised are then used to provide public parking. The retailer still pays for parking, but since parking does not need to be provided on the building lot, the retailer typically can establish a building with more floor area. This route could be an attractive alternative to complete exemptions.

Both the Towns of Windsor and Louisbourg have a cash-in-lieu formula within their land use by-law. Such a formula can take the following form:

$$C = (AX + AY)\ 1.6^{*} + Z + W$$

Where:

C = cash-in-lieu contribution

A = number of parking spaces required by the Land Use By-law times area for a unit parking space (i.e. 10 x 20 feet).

X = assessed value/square foot of the proponent's land or actual current cost/square foot of land within the CBD.

Y = current cost/square foot of grading and surfacing parking area according to the standards set out in the By-law.

*1.6 = area factor to allow for vehicle turn around and access corridor.

Z = estimated maintenance costs for five (5) year period.

W = estimated cost of landscaping some percentage of the total parking area (1.6A).

The formula allows for 320 square feet of parking area and turnaround and access space per vehicle. This figure takes into account the trend to downsized automobiles. If a merchant preferred to provide his own off-street parking, he might well find that as much as 400 square feet per vehicle is needed to meet parking requirements due to the probability of his lot being small and irregularly shaped. This can make the cash-in-lieu option even more attractive.

Retaining the character of the downtown retail area also involves strengthening the residential presence within the area. In many cases there is room for non-conflicting residential uses within the commercial area, due to the fact that while many downtown buildings are usually about three storeys high, only the first storey is occupied by a commercial use. The use of higher floors for residential purposes should be encouraged by policy within a Town's Municipal Planning Strategy, as the after-business-hours presence adds to the ambience of the downtown and discourages acts of vandalism and other crimes. One disadvantage of downtown residential uses is the requirement for parking spaces to be provided for the use of residents in areas where spaces for customer and employee parking may already be at a premium.

There are a number of minimum zoning standards associated with downtown retail developments, as summarized in Table 12.

TABLE 12: MINIMUM STANDARDS - SUMMARY*
ZONE: CBD

	RANGE OF MINIMUM STANDARDS (found in Towns)		FREQUENTLY USED STANDARDS (found in % of Towns given in brackets)		
	LOWEST	HIGHEST	MOST FREQUENT (%)	2nd MOST FREQUENT (%)	3rd MOST FREQUENT (%)
Minimum Lot Area (ft.)	1,000	10,000	6,000 (28%) 10,000 (28%)	5,000 (17%) 3,000 (17%)	
Minimum Lot Frontage (ft.)	20'	100'	60'(31%)	100'(25%)	50'(19%)
Minimum Front Yard (ft.)	5'	30'	25'(22%) 5'(22%) 20'(22%)		
Minimum Rear Yard (ft.)	10'	35'	25'(42%) 20'(42%)	35'(8%) 10'(8%)	

*This summary was produced by the Community Planning Division of Municipal Affairs from land use by-laws approved prior to December 1982, and applies to the following 21 Towns: Antigonish, Berwick, Bridgewater, Canso, Glace Bay, Hantsport, Kentville, Liverpool, Lockeport, Louisbourg, Lunenburg, Mahone Bay, Middleton, Mulgrave, Pictou, Port Hawkesbury, Springhill, Truro, Windsor, Wolfville, Yarmouth.

A number of municipalities tend to have very low standards for downtown commercial development or exempt it completely from such standards. If a Town Council does exempt downtown development, it is important to realize what potential positive or negative effects such as practice will have on downtown building densities.

3.4 NON-MALL, NON-CBD COMMERCIAL AREAS

Several types of commercial areas do not fit into the shopping mall or CBD categories. Within towns these include highway commercial, which has already been discussed, local commercial and tourist commercial. Outside of towns, there is scattered rural and village commercial development.

3.4.1 HIGHWAY COMMERCIAL ZONES

The purpose of a highway commercial area was described in Section 2.4. A summary of some of the typical zoning requirements for such a zone is shown in Table 13.

TABLE 13: MINIMUM STANDARDS - SUMMARY*
ZONE: HIGHWAY COMMERCIAL

	RANGE OF MINIMUM STANDARDS (found in Towns)		FREQUENTLY USED STANDARDS (found in % of Towns given in brackets)		
	LOWEST	HIGHEST	MOST FREQUENT (%)	2nd MOST FREQUENT (%)	3rd MOST FREQUENT (%)
Minimum Lot Area (ft.)	10,000	43,560 (1 acre)	43,560 (41%) (1 acre)	10,000 (17%) 20,000 (17%) 30,000 (17%)	
Minimum Lot Frontage (ft.)	80'	200'	150'(31%) 200'(31%)	100'(23%)	
Minimum Front Yard (ft.)	25'	50'	40'(69%)		
Minimum Rear Yard (ft.)	20'	40'	40'(62%)	25'(16%)	

*This summary was produced by the Community Planning Division of Municipal Affairs from land use by-laws approved prior to December 1982, and applies to the following 13 Towns: Antigonish, Bridgewater, Kentville, Liverpool, Lunenburg, Middleton, Mulgrave, Pictou, Port Hawkesbury, Springhill, Truro, Windsor, Yarmouth.

3.4.2 LOCAL COMMERCIAL DEVELOPMENT

Local commercial uses should be considered as residential in nature, since they can complement residential development. They allow people the convenience of a shop supplying frequently purchased goods, usually within walking distance. However, associated with such local commercial uses are a number of disadvantages which can impact negatively on surrounding land uses. Local commercial uses are a classic example of a NIMBY use (Not in my backyard): everyone wants one but everyone wants one a block or so away.

In higher density, downtown residential areas, local commercial uses can be located closer together and still serve an adequate trade area. Usually these uses can be subject to less stringent parking requirements, as the majority of shop patrons would walk to the store. Also, far from causing negative impacts, such uses add to the convenience of living downtown. Contrasted to this, in suburban areas, due to the lower densities, traditional corner stores are neither economically feasible nor acceptable to local residents. In such cases it is more appropriate to allow local commercial establishments only at locations peripheral to new residential developments, ideally on an arterial road at the entrance to the development. Stringent parking requirements will need to be applied in such cases.

A local commercial use will not normally be established unless there is an existing residential area from which to draw customers, and it is then generally acceptable for it to locate within or adjacent to the residential area.

The area required for a local commercial use is minimal, usually a single normal-sized residential building lot. For these reasons, it should not be necessary to designate in the municipal planning strategy local commercial areas for future development.

On the other hand, it is not appropriate to allow local commercial development as-of-right. It can have pronounced effects on adjacent residences by reason of traffic, parking, lighting and signage. Residents should have an opportunity to let their feelings on a development which can directly affect them be known to their municipal or town council.

One approach to local commercial development as confirmed by the Nova Scotia Municipal Board (V.5, no. 15, pp. 1131-1136) is to allow it when it can be shown to service residential development directly and when an economic need is shown to exist, through the use of development agreements. The other more usual way of addressing local commercial development is through a rezoning, by amendment to the land use by-law.

Development agreements are examined in Section 3.2.2 of this report. Such agreements allow a municipality to avoid the difficulty associated with prezoning a portion of a residential area as local commercial before a need is established, yet at the same time they allow a degree of control which would not be possible if local commercial uses were allowed as-of-right in a residential zone. Thus by using the provisions set out for development agreements in the Planning Act a municipality can create, for all intents and purposes, a "floating zone". To some extent this is also possible to achieve through rezoning. However, an advantage of development agreements is the further control which is allowed over hours of operation and maintenance of the development, as permitted by Sections 67(1)(b) and (c) of the 1983 Planning Act. Nevertheless, this advantage is gained at the expense of time and ease of administration.

Table 14 shows a 1982 summary of some basic minimum standards associated with Commercial Local and Neighbourhood Commercial uses which could be incorporated into a development agreement or land use by-law. In addition, a municipality will probably want to consider the following matters: parking, buffering, traffic generation, open storage, bulk of building, commercial floor area, as well as other factors necessary to ensure the general compatibility of the use and structure with adjacent areas.

TABLE 14: MINIMUM STANDARDS - SUMMARY
ZONE: COMMERCIAL LOCAL/NEIGHBOURHOOD COMMERCIAL

	RANGE OF MINIMUM STANDARDS (found in Towns)		FREQUENTLY USED STANDARDS (found in % of Towns given in brackets)	
	LOWEST	HIGHEST	MOST FREQUENT (%)	2nd MOST FREQUENT (%)
Minimum Lot Area (ft.)	4,000	10,000	6,000 (46%)	5,000 (18%)
Minimum Lot Frontage (ft.)	40'	80'	60' (53%)	50' (13%) 65' (13%)
Minimum Front Yard (ft.)	20'	25'	25' (71%)	20' (29%)
Minimum Rear Yard (ft.)	20'	25'	25' (75%)	20' (25%)

*This summary was produced by the Community Planning Division of Municipal Affairs from land use by-laws approved prior to December, 1982, and applies to the following 15 towns: Antigonish, Berwick, Bridgewater, Canso, Glace Bay, Kentville, Liverpool, Mulgrave, Pictou, Port Hawkesbury, Springhill, Truro, Windsor, Wolfville, Yarmouth.

3.4.3 TOURISM COMMERCIAL DEVELOPMENT

Although it is strictly speaking service rather than retail in nature, given the major role which tourism plays in the Nova Scotian economy, it is important to consider tourism commercial development. It is usually of the accommodation type, whether private or public in nature. Private accommodations, usually in the form of "bed and breakfast" establishments, are similar to local commercial uses in that they are accessory to the residential zone.

However, "bed and breakfast" uses do not create the negative impacts which are associated with local commercial uses. In fact, such uses can be accommodated in any residential zone subject to the conditions that no external changes be made to the structure and that signage be controlled. Usually existing sign controls for residential areas will be sufficient.

Public accommodations include hotels, motels and ancilliary uses such as restaurants and lounges. Hotels and motels are found in the CBD, although perhaps to a diminishing extent in the case of the small towns of Nova Scotia and elsewhere. Restaurants and lounges are of course found on their own in both downtowns and shopping malls.

However, the prime location for public accommodations is probably in a highway commercial zone. The Town of Liverpool has a combined Highway-Tourist Commercial zone in which, "...the permitted uses are primarily dependent upon the highway trade or are unsuited to other available commercial areas by virtue of space or open storage requirements". It should be noted that this highway commercial definition differs from the one used in Section 2.4 of this report. That definition could be referred to as a "Highway-Industrial Commercial Zone" while the definition here as well as one used by the Nova Scotia Municipal Board (V.2., no.9.,pp. 155-161) would be more aptly termed a "Drive-in Commercial Zone". It should be noted that these two different types of highway commercial zones are not compatible. This should be kept in mind when considering how to deal with tourist commercial uses.

3.4.4 VILLAGE AND RURAL COMMERCIAL DEVELOPMENT

A final topic deserving comment is that of scattered rural and village commercial developments. Rural commercial planning can be differentiated from urban commercial planning in that resource capacity of the land must be considered in addition to its real estate value. This is especially true when the land in question is high quality agricultural land being encroached upon by development adjacent to urban areas. Commercial land uses have a tendency to attract further development and thus can have a considerable impact on resource lands.

The Municipality of the County of Kings has approached this planning problem through the establishment of a commercial hierarchy with three levels: the town, the growth centre, and the hamlet. The rural area remaining is referred to as the resource district.

In the Kings County MPS, towns are characterized by having the largest trade areas or thresholds in the municipality and therefore are able to provide higher order goods to the community. Higher order goods are also provided in growth centres, albeit of a more limited range. Further, hamlets provide local commercial or lower order goods as well as businesses serving or associated with agriculture, forestry, and other rural activities. Finally, local commercial uses allowed in hamlets are also allowed in the resource areas provided they are located a minimum of three miles from other similar uses and/or a hamlet, growth centre, or town. In a resource district the development is not to be located the high quality soils.

When a municipality establishes a settlement hierarchy, thus superimposing the formality of a planning framework over an established economic pattern, a great deal of care must be taken in delineating development boundaries. The actual position of such boundaries will substantially affect land prices. In the County of Kings MPS, hamlet boundaries designed to contain existing single family residential uses. Growth centre boundaries, by way of contrast, enclose all the land which can be serviced by gravity flow to the village sewage treatment system. The decision as to what is to be used as a development boundary should not be made without a great deal of public input, especially if protection of the natural environment and the rural resource base is considered a priority.

A number of municipalities tend to have very low standards for downtown commercial development or exempt it completely from such standards. If a Town Council does exempt downtown development, it is important to realize what potential positive or negative effects such a practice will have on downtown building densities.

3.5 SMALLER TOWN RETAIL CONCERNS

Many of the concerns and options that have been examined in the previous sections relate to larger Nova Scotian towns with populations of about 3,000 or more. However, what is done in a larger centre whether in a town or in the rural municipality immediately surrounding the town, can impact on other smaller towns. Councils of such smaller towns have expressed concerns with shopping centre developments in other municipalities. Under the Act to Regulate the Development of Shopping Centres, Section 3(4), the clerk of every municipality within a radius of fifty miles of the proposed shopping centre is to be given notice of the application for approval of the shopping centre. Thus, there is now a vehicle in place through which a municipality can act in expressing these concerns. Further to this, such a municipality is given the right, in Section 12(4) of the Act, to appeal a decision made by the Nova Scotia Municipal Board respecting the shopping centre in question.

Ensuring the continuing economic viability of the commercial core is a major concern of Councils of many smaller towns. This involves the issues of parking and circulation of traffic, as well as the non-commercial uses within the core.

Many of the issues and options associated with parking have been addressed in previous sections of this report, and for the most part they apply to smaller towns as well. However, smaller towns tend not to exempt new developments from offstreet parking requirements, because for a store location there usually is no alternative to the central commercial area. In some cases, the town has only zoned one area as commercial, presumably to discourage the proliferation of commercial businesses within residential areas. Nevertheless, some allowances should be made for commercial home occupations and local neighbourhood stores.

The other concern related to stabilizing the central commercial area is particularly relevant to smaller towns. While all towns have some concern with non-commercial uses located in the CBD, in smaller towns this non-commercial use usually takes the form of single family dwellings. The problem here is that single family dwellings are low density uses located in an area that ideally should be characterized by higher densities. The Council may on the one hand want to discourage single family dwellings in the downtown, while on the other hand want to encourage multiple unit residential and/or residential in conjunction with commercial in the downtown.

In many cases, the town has simply prohibited new single family buildings and tried to encourage residential uses for the higher storeys of commercial buildings. The question then remains as to what can be done about existing single family uses. The most stringent action that can be taken is to designate and zone the properties containing the homes in such a fashion that single family dwellings are not a permitted use but become instead a non-conforming use. Such a course of action may not be acceptable to residents of the community; however, Section 87 of the Planning Act allows for a municipality to decrease the restrictions on non-conforming uses found in Section 85 or 86.

Unless otherwise provided for through the powers of Sections 85 and 86, when a use is non-conforming there are four restrictions placed upon it. First, one cannot add to the size of the building; second, one cannot extend the non-conforming use of land; third, if the building is destroyed to an extent greater than seventy-five percent of its market value it cannot be rebuilt; and fourth, if the non-conforming use is discontinued for a continuous period of six months it cannot be recommenced. Any of these conditions can be altered through policy within the MPS as long as the restrictions are not increased in stringency.

Making residential buildings non-conforming is usually done in the hope that these structures will be converted to commercial use. If there is no pressure on the existing uses to convert to commercial use, it is best to leave the existing dwellings as permitted uses within the commercial zone.

3.6 CONCLUSION

This chapter has dealt with the various regulatory alternatives, including zoning and development agreements, available to accommodate retail commercial development. As was the case in the previous chapter, a major issue was the choice between peripheral shopping centre and CBD development.

In the same context, it should be re-iterated that the CBD serves many other functions beside that of retail sales and distribution. Its role as the local government, cultural, and office centre increases its draw for the shopper. With all its functions, the CBD is usually the major employment generator in a community. Downtown workers are part of the daytime shopping clientele for the CBD, but since few of them also live there they are not a captive market after five o'clock.

Some retail uses are better suited to either the CBD or a shopping centre. The specialty store with unique merchandise or services, the tourist-related shop, the local restaurant or beverage room, in general the local independent enterprise, are among the types of outlets which will benefit from a downtown location. Because of the general availability of large amounts of parking, the simplicity and constancy of the physical and marketing environment from place to place, and the ease with which competitive leasing deals covering the entire region or even country can be signed, the shopping mall is a more attractive place for the department stores, supermarkets, and regional or national chains. Whether the CBD will continue to survive and prosper as a retail centre will be determined by the competitiveness of these small businesses as well as consumer tastes.

The CBD's of smaller towns may be particularly affected by shopping centre development in adjacent municipalities. In addition, downtown residential uses are usually an issue in such communities.

The other major issue covered in this chapter was the impact of commercial zones such as local commercial and tourist commercial zones on adjacent residential areas and of commercial development in general on rural resource lands. Careful planning and full public participation is required if the community is to balance the interest of its residents with those of the commercial base necessary for growth and prosperity.

CHAPTER 4 - COMMERCIAL DISTRICT REVITALIZATION

The final locational option depicted in Figure 2 (Page 32) is that of locating a new mall within the CBD. Since, in many cases, it is difficult to attract a new mall into the downtown, a compromise option is to improve the image of the CBD and make it better able to compete with other shopping areas, thereby attracting not only more consumers but also additional retailers.

From an economic viewpoint the deterioration of a downtown is the result of, and results in, a decline in downtown investments. The problem here is that decay is a cumulative phenomenon. As the area declines, the tax generating power of the area also declines. The result of this is that it is relatively more costly to keep up municipal services in the area. As both the business community and local government officials lose faith in the area and move out their businesses and offices, they take jobs with them. This loss of downtown employment and both private and public sector facilities, in turn, has a number of social consequences.

Such a shift in employment patterns can result in an increased demand for social services from those unable to commute to peripherally located jobs due to lack of affordable transportation. The poor, elderly, and handicapped living in or near the downtown suffer from a decreased diversity of services in their immediate area and do not have adequate access to the relocated and other peripherally situated services.

From a cultural point of view the decline of the CBD results in a loss of civic pride. The CBD is the logical location for a number of cultural and sports events such as parades, races, and rallies. As the CBD declines, it no longer becomes appropriate to stage these events downtown. Unfortunately, often there is no other area that can effectively substitute for the CBD and thus these events are often simply terminated.

A town without a viable centre is a community without a heart. In Nova Scotia the problem has not deteriorated to this point, however there is that potential. This is the main justification for government intervention in the form of a downtown revitalization program. (Another is the fact that peripheral shopping centres are often indirectly subsidized by the construction of new public infrastructure.) In Nova Scotia this intervention takes the form of joint provincial-municipal funding.

There are two ways in which a revitalization program can be approached: through a Business Improvement District Commission (BIDC) or through a Secondary Planning Strategy. Each of these methods has its advantages, so the best approach is to make use of both. The town planner can take a major role in the organization and implementation of a revitalization program regardless of whether the process is initiated by Town Council or the downtown merchants. In either case, there is legislation in place that puts the planner in a key position to guide the process.

4.1 PLANNING STRATEGIES

As has already been pointed out, Municipal Planning Strategies (MPS) and Secondary Planning Strategies (SPS) can play an important part in commercial district revitalization. While a Business Improvement District Commission (BIDC) is the main vehicle through which the business community can contribute to a revitalization project, an MPS is the primary means by which a municipal council can demonstrate its intentions for the commercial area, the citizenry can make their concerns known through a public participation process and the planner can contribute. Although an MPS can increase the potential of a BID, in some cases, it can also hinder the revitalization efforts of a BIDC.

In many smaller towns the level of detail of an MPS is sufficient to address retail and commercial concerns. However, in larger towns it may be more appropriate to address these issues in more detail. Section 40(2) of the Planning Act states one way of doing this:

> "40(2) It shall be the purpose of a secondary planning strategy to address issues with respect to a particular part of the planning area, which may not, in the council's opinion, be adequately addressed in the municipal planning strategy alone."

Thus an SPS has the potential to act as a revitalization plan for a downtown area. The advantage of utilizing this route to a revitalization plan is that the plan must be approved by the local council as well as the provincial Minister of Municipal Affairs and will therefore have a higher degree of acceptance than will a plan conceived apart from this process.

Before a municipality can start an SPS it must have policy to do so stated in its MPS. This can be accomplished through an MPS amendment and does not necessarily require that the land use by-law be amended. On the other hand, if the municipality is about to start a five year review of its MPS the policy can be added at this time. In conjunction with such an amendment or review process, there must be a public participation program adopted in accordance with Section 34(3) of the Planning Act.

Basically, therefore, an SPS focussing on the central town retail area allows for the detailed presentation of proposals that are stated more generally in the MPS. For example, a Town's MPS may state, as policy, the intention to initiate and support programs of upgrading the appearance and improving the viability of the Central Business District. The secondary planning strategy would, through a formal political process of public participation, adoption by Council, and approval by the Minister of Municipal Affairs, set out the means through which this policy is to be implemented.

It should be possible to use both the BIDC and an SPS process to co-operate in the creation of a viable revitalization program.

4.2 BUSINESS IMPROVEMENT DISTRICT COMMISSIONS

The enabling legislation for setting up Business Improvement Districts (BID's) and the corresponding Business Improvement District Commissions (BIDC's) is found within the Towns Act, Sections 220A to 200F and the Municipal Act, Sections 202A to 202F. Such a Commission is the primary way in which the business community can be involved in a revitalization process.

The Acts allow that a BID and BIDC can be established by a municipal council either on the initiative of the downtown merchants or the council itself. In the first instance the council will receive a request for the establishment of such a district signed by at least fifty-one (51) per cent of the persons assessed within the proposed district whose total business occupancy assessment or total commercial occupancy assessment is at least fifty-one (51) per cent of the total business or commercial occupancy assessment within the proposed district.

In the second instance the council will send a notice to each of the persons assessed within the proposed area informing them of council's intention to establish a BID. If council receives written objection from at least forty (40) per cent of those whose commercial or business occupancy assessment is at least forty (40) per cent of the total commercial or business occupancy assessment within the proposed area, it cannot proceed with the establishment of the BID. In either case, the business community should have an active role in initiating the process, rather than having it imposed upon them.

A BIDC is expressly created for the purpose of revitalizing retail and commercial areas. The Commission is to provide physical improvements, promotions, and parking for the Business Improvement District.

The first purpose of the Commission is to beautify, improve, and maintain property within the BID which is owned or leased by the Commission or is the property of the municipality. In the case where the property is owned by the municipality the Commission needs authorization from the Town Council to initiate any work. In many cases this part of downtown area revitalization takes on the highest priority; it is always the most visible of revitalization activities.

The second purpose of the Commission is to promote the BID as a place for retail commercial activity. Direct promotion can include advertisements for the CBD in local newspapers, co-ordination of store opening hours, or co-ordination of "sidewalk" or other type sales. The main requirement of this type of promotion is a high level of co-operation between downtown merchants so that each can capitalize on their shared location. Such joint promotional campaigns are an integral part of the life of a retailer in a shopping centre; in fact participation is required as part of a leasing agreement.

Promotion of the downtown as an area for commercial and retail activity can also be indirect, as a spin-off of other events and activities. In some towns, for example those involved in Heritage Canada's Main Street programs, such promotions have included events such as Firemen Appreciation Picnics, Christmas and other parades, Farmer's Markets, and, in Nelson, British Columbia, an International Bike Race. All such events promote the downtown as a "people place", and have both immediate and long term impacts. In the short term, for the duration of the event, large groups of spectators are attracted to the downtown, many of whom may stop in stores during or immediately after the event. In the long term, the downtown is given a higher profile which may bring in new customers.

The third and final purpose is to establish and/or maintain parking facilities within the BID. As noted previously, adequate parking facilities are needed in order to keep a commercial area viable, especially within the CBD where space is at a premium.

A BIDC has two local sources of financing to meet its purposes. The first is from a surtax on business occupancy or real property assessment levied on the BID business, collected by the municipality and turned over to the Commission. In order for this to happen, the Commission must first submit an operating budget to Council in accordance with Section 220E(2) of the Towns Act or (Section 202E(2) of the Municipal Act) along with an estimation of the business improvement rate required to be levied on their total business occupancy or commercial property assessment to balance the budget. The second local source of financing is grants from the Council in accordance with Section 220E(1) of the Towns Act (or Section 202E(1) of the Municipal Act). It should be noted that a Commission does not have any borrowing power. However, funding from higher levels of government can, if available, constitute a substantial supplement to locally-generated monies. In Windsor, Nova Scotia, for example, the BIDC operational budget called for a levy of ten cents per hundred dollars of assessment to raise $8,746. To this the Town Council added a grant of $6,746, the Department of Development, through their Main Street program added $23,240, and the federal New Employment Expansion and Development program added $53,600. This gave the Windsor BIDC a first year operating budget of $92,332.

There are a number of advantages associated with the establishment of a BID and BIDC. Primarily these result from the fact that the Commission has one main goal and is given the funding and the powers necessary to implement this goal. However, the effectiveness of a BID can be increased if it relates to a specific, established planning process. An example of the potential for co-operation is seen in the case of parking issues. As has already been noted, the Planning Act makes provisions for cash-in-lieu payment in place of compliance with parking requirements. A problem associated with such payments is that the funds may not be used immediately so that merchants may see the payments only as another development tax. However, if the funds from a cash-in-lieu policy were turned over to the BIDC to be used to establish and maintain parking facilities in accordance with Section 220C(d) of the Towns Act (or Section 202C(d) of the Municipal Act) this problem could be avoided. This shows that the existence of a planning strategy may further help the revitalization process.

4.3 METHODOLOGY

It is difficult to prescribe a standard methodology to follow when establishing a revitalization program for a municipality. However, a possible framework which could be used both for an MPS and by a BIDC is shown in Figure 3.

FIGURE 3: REVITALIZATION PLANNING FRAMEWORK

1. Delineate Boundaries of Commercial Revitalization Area
2. Identify Potential and Problems (Specific Area Studies)
3. Develop Goals for Area
4. Identify Objectives
5. Formulate Revitalization Policies and Programs

4.3.1 STEP 1 - DELINEATION OF BOUNDARIES

In Section 1.1 of this report the importance of identifying the boundaries of a specific trade area was emphasized. Similarly it is important to delineate accurately the boundary of what will be the commercial revitalization area. This area should correspond to both the area designated as the Business Improvement District and the area to be considered under the Secondary Planning Strategy.

The size of this area will reflect how business merchants react to their BIDC. Given that these people are paying into the Commission they will expect results. Therefore, the area will have to be big enough to support itself, that is, to provide a large enough tax base to meet proposed budgets without being too burdensome on the taxpayers. Also the area will have to be small enough that it will not require improvements to be so diluted that they are not readily apparent.

The Department of Municipal Affairs has set out characteristics of a BID in its Business Improvement District Commissions Formation Guide. These characteristics, which should also characterize a commercial revitalization area, are:

> Compactness: Only the solid core of built-up commercial development is normally expected to be included. This might involve some fringe areas wherein there is a mixture of residential uses, but clearly scattered development is not intended for inclusion. Where such an area is protected by municipal planning strategy and land use by-law policies and regulations, it is clearly not a suitable area to promote for retail and commercial activity.
>
> Continuity: The BID should not be made up of commercial areas spatially separated from other commercial areas. The entire district is to be contained within a single unbroken boundary.

Cohesiveness: The BID should represent a natural community of interest among business people. This community should not be truncated by boundaries which fall short of its obvious spatial extent nor should it be divided by boundaries which split it into pieces. The BID should be a natural planning unit, whether the planning is aimed at physical improvements or promotion.

4.3.2 STEP 2 - IDENTIFICATION OF POTENTIAL AND PROBLEMS

In many cases the area will already be delineated as the Town will have either a BID or a downtown commercial zone designation in the MPS.

The next step is to identify the potential and problems associated with the area once it is delineated. This is an ideal time to initiate a series of general public meetings with downtown businessmen, merchants and any other concerned individuals. From these meetings the planner will be able to identify what the community sees as the problems and potential of the downtown area.

These meetings, however, will only identify these issues; it is the planner's job to quantify some of them through an economic assessment of the area. Depending on the local circumstances, an economic assessment study can cover any or all of the following:

- Inventory of Area Businesses (Amount of floor space per type of use)
- Annual Retail Sales per square metre
- Residual Technique Study (as described in Chapter 1)
- Tax assessment value of properties
- Traffic - (circulation, parking)
- Vacancy Rates and Turnover
- Demographics eg. Employment
- Inventory and appraisal of existing infrastructure
- Inventory and appraisal of physical characteristics

4.3.3 STEP 3 - DEVELOPMENT OF GOALS

These studies and the involvement of downtown businesses, merchants, etc. can lead to the establishment of long term goals. It is important at this point to be realistic. While it may be that the downtown can be shown to be able to retain its identity as a primary retail area, it may be that the CBD has lost this character to such an extent that it cannot be regained. This does not mean, however, that the whole revitalization project should be ended. Rather, it requires that alternative uses for the downtown be considered and the project be given a new or wider focus. Such alternatives could include the following:

a) Retail - Secondary or Neighbourhood Commercial
- Specialized shops
- Services - medical, legal

b) Institutional - Cultural Centres
- Arenas
- Day Care, Senior Citizen centres
- Public Buildings - civic government
  - judicial
  - educational
  - hospitals

c) Residential - Special Purpose - Group Homes
- Subsidized
- Open Market Housing

Clearly, if the institutional and residential options of b) and c) were to be emphasized, it might no longer be appropriate to call the CBD a business improvement district, as the term implies a continuing focus on retail uses. In such a case, revitalization might be implemented through the MPS process only.

The only option which really is not viable due to the form of the buildings within the CBD is that of industrial uses. Nevertheless, certain types of industries, such as the service-related and the high tech, may be able to fit into renovated buildings in a CBD.

4.3.4 STEP 4 - IDENTIFICATION OF OBJECTIVES

After there has been a consensus on the goals of the community, it is necessary to be even more specific and identify short term objectives that will build towards realizing the established goal. For example it may have been determined that a goal for the community is to improve the viability of the CBD. A number of objectives associated with this goal could be to:

a) address the problem of off-street parking,
b) improve pedestrian circulation,
c) co-ordinate store opening hours (to be implemented through a BIDC or other business group),
d) encourage the establishment of an anchor development,
e) rehabilitate deteriorated buildings and facades, and
f) upgrade public services and amenities.

4.3.5 FORMULATION OF POLICIES AND PROGRAMS

It will be noted at this phase in the revitalization process, goals and objectives are still referred to in general terms. Therefore, the final phase shown in Figure 3 requires a very specific itemization of each objective. The detail at this phase should be to the point where actual locations are noted. One should be able to look at the plan and see, for example, what areas will be designated as public parking lots, what streets will have their sidewalks widened, and what buildings will be targeted for rehabilitation.

It is suggested that, due to the nature of these plans, a number of general plans should be compiled allowing the community to decide which plan is preferred in terms of affordability and suitability in meeting the established goals. After the completion of the first four stages shown in Figure 3 the planning department, with the help of the BIDC, will develop a number of alternative draft proposals. These should be presented to the public to generate debate and determine what is the best alternative.

A public participation technique that can be used in order to achieve this is the open house. The open house format provides an informal atmosphere in which the public can come and discuss the planning alternatives with qualified staff members as well as members of the BIDC. This technique is appropriate for it allows for ease of comparison between alternatives. Also, a short questionnaire, made available at the end of the display, will allow the public to record their comments on the alternatives. Staff at the display, especially those who act as guides, can encourage people to take time to fill out the questionnaire.

Once the secondary planning strategy is completed and before it is accepted by Council, there must be a public hearing held in accordance with Section 42 of the Planning Act, at which both oral and written submissions are received. It should be noted that regardless of how much effort is made to involve the public in the earlier stages of the revitalization planning process, it is likely that interest will be greatest when the plan is presented at the public hearing. Since this could result in delays to the process, the planner should be prepared for such.

Once the plan is approved by the Minister of Municipal Affairs, the community has an authoritative document in place with which to initiate the actual implementation of the revitalization program. Again, it should be noted there is a greater likelihood of the plan continuing past this conceptual phase than would be the case if Council or the BIDC had opted for a private consultants approach to the concept plan. The public involvement inherent in the creation of a secondary planning strategy, if handled properly, will create a momentum making it more likely that the plan will be followed through.

At this point, a work plan is required, putting a time frame on the various policy components, and to establish a BID working budget. The work plan should be relatively flexible and follow one of two formats. Either it should begin with one major pilot or "seeding" project that will generate positive public response by initiating highly visible results or it should begin with a number of small projects spread throughout the area. Regardless of the approach taken, it is suggested that the total project be approached incrementally. Closing down the whole CBD through a long, drawn-out construction period can result in loss of business, causing some businesses to close down. The working budget will depend on the work plan chosen and should be set out in accordance with Section 220E of the Towns Act (or Section 202E of the Municipal Act).

An examination of the various considerations that should be taken into account when approaching a revitalization program can now be made.

4.4 CONSIDERATIONS FOR A REVITALIZATION PROGRAM

Revitalization consists of more than planting trees. There is a risk that in a revitalization program the emphasis will be put on public improvements such as brick sidewalks, lamp posts, and planters. This is understandable given that such physical improvements are high profile and usually the municipality's responsibility. However, such amenity infrastructure should be of secondary concern. The primary concern should be with what exists downtown rather than with what can be added. It is the stores, offices, and local government services which are the main attraction of the downtown. The focus should be on making these more attractive and accessible to the public. Thus public amenity improvements should be paralleled by the upgrading of business facades.

It was noted before that a BIDC is to be concerned with promotion, physical improvements, and parking. Alberta Municipal Affairs, based on practical experience with Main Street revitalization projects, has compiled a number of suggestions which should be taken into consideration when approaching such a revitalization project:

1. Use public improvements to build on the existing physical image of the downtown. (Extreme changes should be avoided.)
2. Develop themes which are a natural outgrowth of the downtown environment. (Given the rich cultural heritage Nova Scotians have, this should not be difficult.)
3. Establish objectives, a budget, and a plan for action (as mentioned in Section 4.3.)
4. Include priorities and a set schedule for implementation. (Also mentioned in Section 4.3.)

5. Put functional elements in good shape before investing in beautification projects. Functional elements include such features as sidewalks, parking lots, roadways, and lighting infrastructure. Beautification elements may include trees, benches, planters, garbage receptacles, and lighting fixtures.

6. Consider an incremental approach instead of large scale improvements.

7. Integrate improvements with other promotional activities. (It is important to retain interest in the downtown during construction. Some techniques used elsewhere include "no-sidewalk sales" or "dust sales". Also people must be informed of what is happening and when.)

8. Design public improvements to serve as a backdrop to downtown businesses.

9. Consider physical limitations such as climate. (Snow removal should be considered. Little things, like moving parking meters from the curb, in the front of buildings, can make a world of difference.)

10. When considering parking remember that:
    - pedestrian access to parking is important and requires the cooperation of public and private interests;

- separate parking for merchants and employees frees on-street parking for patrons;
- short term parking allows constant turnover of patron traffic; and
- accessibility for the handicapped should be considered.

11. Remember maintenance. All amenities and improvements will require maintenance and, as such, it should be considered an important aspect of initial planning and budgeting. The durability of materials and availability of replacement costs should also be considered along with potential for vandalism and theft. Scheduling of a maintenance program includes seasonal planting, routine and emergency repairs. Few things can detract from the vital image of downtown as effectively as planter devoid of plants during the summer season, especially if they become filled with garbage.

(Source: Alberta Municipal Affairs, Revitalizing Downtown Alberta Technical Resource Book #1, November, 1985)

A primary function of any revitalization effort is to improve the image of the CBD thus making it better able to compete with other shopping areas. This is justified on the basis of the social, cultural, and economic consequences of a declining CBD. Thus it should be noted that revitalization is for the benefit of the community as a whole and not only the downtown merchants. If a downtown revitalization project results in increased hardship for those it proposes to serve, it should be reconsidered.

APPENDICES

1. Hierarchy of Trade Centres
2. Department of Municipal Affairs Shopping Surveys
3. Retail Sales and Expenditures Statistics
4. Population Forecasts and Disposable Income Data
5. Shopping Centres Act: The Statute and a Procedural Chart

APPENDIX 1

HIERARCHY OF TRADE CENTRES

SOURCE:	Urban Centres in the Atlantic Provinces: Background Study No. 7, Atlantic Development Board, Ottawa, 1969.
ADAPTED FROM:	J. R. Borchert and R. B. Adams, Trade Centres and Trade Areas of the upper Midwest, Urban Economic Study, Univ. Minnesota, 1963.
COMMENT:	Since the date of publication of this source document, the shopping mall or centre has become a significant factor in many Nova Scotia communities. This innovation may mean the trade centre classification needs revamping.

Trade Center Types Defined by Business Function

Hamlet	Minimum Convenience	Full Convenience	Partial Shopping	Complete Shopping	Secondary Whole-sale Retail	Primary Whole-sale Retail	SELECTED BUSINESS FUNCTIONS
					Any 10-13		Automotive Supplies Bulk Oil Chemicals, Paint Dry Goods, Apparel Electrical Goods Groceries Hardware Industrial, Farm Machinery Plumbing, Heating Professional, Service Equip. Paper Tobacco, Beer Drugs Lumber, Construction
			Any 4-8	Any 9 or more		All	Antiques Camera Store Children's Wear Florist Music Store Photo Studio Paint, Glass, Wallpaper Plumbing, Heating Supplies Radio, TV Store Stationery Tires, Batteries, Accessories Women's Accessories
		Any 4			All		Family Shoe Store Farm-Garden Supplies Lumber, Bldg. Materials Motel-Hotel Jewellery Mortuary
			All	All			Appliances or Furniture Laundry Men's, Boy's or Women's Clothing
	Any 4	All					Garage, Auto Dealer Variety Store Meat, Fish, Fruit General Merchandise Bank Hardware Eating Place
All	All						Gasoline Service Station Grocery

Source: Adapted from: Borchert and Adams, op.cit., p. 4.

APPENDIX 2

DEPARTMENT OF MUNICIPAL AFFAIRS

SHOPPING SURVEYS

SURVEY 1:	Carried out in Summer 1979, through on-site interviews in downtowns and shopping malls. All of province outside Halifax County and City of Sydney covered.
SURVEY 2:	Conducted in summer 1983, through telephone interviews in each telephone exchange. Covered Annapolis Valley, including much of Hants and Digby Counties.

SURVEY 1:

SHOPPER SURVEY

1. Where do you usually shop for groceries?

A 1. _____ Downtown
2. _____ Mall
3. _____ Other

6 ☐

B Place Name

_______________________________ 7 ☐☐

2. Where do you usually shop for clothing?

A 1. _____ Downtown
2. _____ Mall
3. _____ Other

9 ☐

B Place Name

_______________________________ 10 ☐☐

3. Where do you usually shop for furniture and major applicances?

A 1. _____ Downtown
2. _____ Mall
3. _____ Other

12 ☐

B Place Name

_______________________________ 13 ☐☐

4. Where do you usually shop for hardware?

A 1. _____ Downtown
2. _____ Mall
3. _____ Other

15 ☐

B Place Name

_______________________________ 16 ☐☐

5. What do you like about shopping here?

0	nothing	18	☐
a	large department store(s)	19	☐
b	large supermarket(s)	20	☐
c	familiarity with shopkeepers	21	☐
d	lower prices	22	☐
e	better quality	23	☐
f	variety of merchandise	24	☐
g	pleasant atmosphere	25	☐
h	variety of stores	26	☐
i	clean attractive buildings	27	☐
j	convenient parking	28	☐
k	compactness	29	☐
l	longer business hours	30	☐
m	close to home	31	☐
n	close to work	32	☐
o	weather protection	33	☐
p	sales	34	☐
q	other (state)	35	☐
r	"	36	☐
s	"	37	☐
t	"	38	☐

continued next page

4. How do you think the downtown shopping area could be improved?

a ______ new large department store(s) 39 ☐
b ______ new large supermarket(s) 40 ☐
c ______ greater variety of stores (state type) 41 ☐
d ______ painting and cleaning up buildings 42 ☐
e ______ fixing up streets sidewalks 43 ☐
f ______ improved parking facilities 44 ☐
g ______ increased compactness of downtown 45 ☐
h ______ longer business hours 46 ☐
i ______ redevelopment 47 ☐
j ______ washrooms 48 ☐
k ______ other (state) 49 ☐
l ______ " 50 ☐
m ______ " 51 ☐
n ______ " 52 ☐

7. How far do you live from here?

0 ______ no answer
1 ______ less than 1 mile
2 ______ 1-2 miles 53 ☐
3 ______ 2-5 miles
4 ______ more than 5 miles (state location)

____

8. Do you work near here?

1 ______ not applicable
2 ______ yes 54 ☐
3 ______ no

9. Age

1 ______ 20-35 years
2 ______ 35-50 years
3 ______ 50-65 years 55 ☐
4 ______ over 65 years

10. Sex

1 ______ male
2 ______ female 56 ☐

11. Location of Interview

A 1 ______ Downtown
2 ______ Mall 57 ☐
3 ______ Other

B Place Name

______________________ 58 ☐☐

12. A Time of Day

1 ______ Morning
2 ______ Afternoon 60 ☐
3 ______ Evening

B Day of Week

1 ______ Monday
2 ______ Tuesday
3 ______ Wednesday 61 ☐
4 ______ Thursday
5 ______ Friday

13. Date of Interview

____

14. Interviewer

____

TABLE I

Names of Centres Surveyed

REGION	TRADE CENTRES	
	DOWNTOWN	MALLS
VALLEY I	Kentville, Wolfville, Windsor, Berwick, Kingston	Zeller's County Fair; New Minas Country Gardens; New Minas Greenwood Mall, Greenwood; Fort Edward Mall, Windsor
VALLEY II	Yarmouth, Digby, Annapolis Royal, Bridgetown, Middleton	Zeller's County Fair, Yarmouth K-Mart Mall, Yarmouth Evangaline Mall, Digby
SOUTH SHORE	Bridgewater, Liverpool, Shelburne, Lunenburg, Chester, Mahone Bay	South Shore Mall, Bridgewater Bridgewater Mall, Bridgewater Bridgewater Plaza and Dufferin Place, Bridgewater
NORTH SHORE I	New Glasgow, Antigonish, Pictou Stellarton	Aberdeen Mall, New Glasgow Antigonish Mall, Antigonish Port Hawkesbury Malls, Port Hawkesbury
NORTH SHORE II	Amherst, Truro, Springhill, Parrsboro, Tatamagouche, Oxford	Cumberland Mall, Amherst Fundy Trail Mall, Truro Truro Mall, Truro
CAPE BRETON	Glace Bay, North Sydney, Sydney Mines, New Waterford, Baddeck	Sterling Mall, Glace Bay

SURVEY 2

Hello, my name is ________________. I am with the Department of Municipal Affairs (Province of Nova Scotia). We are conducting a Market Research Survey. Its purpose is to learn more about peoples' shopping patterns in the Annapolis Valley. For example, where people shop and more particularly, how far they travel to shop for various types of goods and services.

6. May I ask you a few questions, please?

   1. Yes .. If yes say, "Thank you and please feel free to ask me any questions you might have."

   2. No ... If no, terminate interview. Say thank you and proceed to next telephone number.

7. Who is the person in your household who does most of the shopping for the total household? ... That is, for clothes, shoes, groceries, gifts ... things like that?

   1. SELF ... If self, continue interview.

   2. OTHER PERSON ... If other, ask to speak to that person; if not at home call back.*

   3. SHARED ... If shared by respondent and other(s) continue.

   4. REFUSED .. If refused, terminate interview.

* For call backs, schedule appropriate time. Go to bottom of first page. Keep these interviews aside for later completion.

8. Where and how often do you shop for the following goods and services?

	COMMUNITY AND CODE (leave uncoded if not one of pre-coded communities below)		SHOPPING DISTRICT	FREQUENCY
a. Groceries	____________	☐☐☐	☐	☐
b. Drugstore Items	____________	☐☐☐	☐	☐
c. Clothing	____________	☐☐☐	☐	☐
d. Furniture & Appliances	____________	☐☐☐	☐	☐
e. Household Hardware Needs	____________	☐☐☐	☐	☐
f. Professional Services (ie. doctor, dentist, optician, lawyer)	____________	☐☐☐	☐	☐

SELECTED PRE-CODED COMMUNITIES

Annapolis Royal	001	Cheverie	082	Lawrencetown	138	Walton	176	Don't y
Aylesford	014	Clarkesville	086	Middleton	145	Weymouth	179	Refused
Bear River/Cornwallis	024	Digby	093	Mount Uniacke	157	Windsor	199	
Bear River	029	Freeport	104	New Ross	158	Wolfville	213	
Berwick	035	Hantsport	108	Noel	159	Yarmouth	225	
Bridgetown	045	Kennetcook	112	Sandy Cove	165	Halifax Metro	226	
Brooklyn	056	Kentville	115	Saulnierville	174	Bridgewater	227	
Canning	066	Kingston	132	Springfield	175	Truro	228	

SHOPPING DISTRICT

Downtown	1
Mall	2
Other	3
Mixture of above 3	4
Mail Order	5
Don't Buy	8
Refused	9

FREQUENCY

Weekly or more often	1
Bi-Weekly	2
Monthly	3
Three - four times/year	4
Yearly	5
Seldom obtain goods or services	6
Don't Buy	8
Refused	9

9. How often do you vist the Halifax-Dartmouth Metropolitan area on a trip which includes shopping? Do not include trips to work.

1. Weekly
2. Bi-Weekly
3. Monthly
4. Twice a Year
5. 3 or 4 Times a Year
6. Yearly
7. Seldom or Never
8. Don't Buy
9. Refused

10. What types of goods and services do you usually purchase when in Halifax-Dartmouth?

1. Groceries (Best for Less/No Frills)
2. Clothing
3. Furniture
4. Professional Services (Doctor, Dentist, Optician, Lawyer, etc.)
5. Miscellaneous Goods
6. Other ____________________

11. Which weekly paper (*not daily*) do you subscribe to or usually obtain?

____________________ *
Name of Paper

88
Not Applicable

99
Refused

12. What radio station do you usually listen to?

____________________ *
Radio Station

88
Not Applicable

99
Refused

13. Which of the following age groups are you in?

1. 16 - 19
2. 20 - 29
3. 30 - 39
4. 40 - 49
5. 50 - 64
6. 65 +
9. Refused

14. How many people, including yourself, were living at this address as of June 1, 1983?

1. 1 or 2
2. 3 or 4
3. 5 or 6
4. 7 or more
9. Refuse

15. Sex of Respondent (Guess - ie. do not ask!)

1. Male
2. Female

* *See coding sheet, write in name of paper/station and leave uncoded only if name is not on coding sheet.*

APPENDIX 3

RETAIL SALES AND EXPENDITURES STATISTICS

STATISTICS CANADA SOURCES (SAMPLES INCLUDED):

1. Special Tabulation: Table 8, Retail Chains, Total Floor Area, by Selected Kinds of Business, Nova Scotia, 1984.
2. Catalogue 63-005: Retail Trade. Contains monthly preliminary estimates for province in Table 3 - Retail Trade, Chain and Independent Stores, by Kind of Business. Can be used to indicate historical trends in sales.
3. Market Research Handbook 1985-86: Contains Table 2-40 - Per Capita Retail Sales, by Province and by Kind of Business, 1983-86.
4. Catalogue 62-561: Family Expenditure 1978. Contains Table 47 - Summary of Family Expenditure, by Family Size, Atlantic Provinces. Both average dollar expenditure and percentage distribution of expenditures for various family sizes.
5. Catalogue 62-555: Family Expenditure 1982. Contains Table 21 - Summary of Family Expenditure, by Family Income, Atlantic Provinces. Same for various family income levels.

OTHER SOURCES (SAMPLE NOT INCLUDED):

Catalogue 63-210: Retail Chain and Department Stores. Contains Table 8 - Retail Chains, Total Floor Area, by Selected Kinds of Business, with retail sales per unit floor area. For all of Canada.

Canadian Markets - Complete Demographics for Canadian Urban Markets. The Financial Post Information Service is published annually and includes up-to-date estimates of population, retail sales and personal disposable income. Each country is covered separately, as well as the following smaller areas: Census Agglomeration of Sydney, Census Agglomeration of Sydney Mines, Truro, Halifax Census Metropolitan Area, East Hants, West Hants, Kentville, Kings Subdivision A, Chester Municipality, Lunenburg Municipality, New Glasgow.

TABLE 8. Retail Chains, Total Floor Area, by Selected Kinds of Business, Nova Scotia, 1984(11,15) PART 1

No.	Kind of business	Chains Chaînes	Stores Magasins	Total sales Ventes totales	Total floor area Superficie totale	Average sales per square metre Ventes moyennes par mètre carré
		No. - nbre		$'000	m^2	$
	TOTAL	112	731	1,080,492	432,158	...
	Food, beverage and drug group					
1	Supermarkets	8	99	522,762	136,323	3,863
2	Grocery stores	4	48	x	x	x
3	Bakery products stores	-	-	-	-	-
4	Dairy products stores	-	-	-	-	-
5	Candy and nut stores	2	4	x	x	x
6	Meat markets	-	-	-	-	-
7	Other food stores(2)	-	-	-	-	-
8	Liquor stores	1	81	x	x	x
9	Wine stores	-	-	-	-	-
10	Beer stores	-	-	-	-	-
11	Pharmacies(3)	3	29	x	x	x
	Shoe, apparel, fabric and yarn group					
12	Shoe stores(4)	6	70	16,919	10,865	1,593
13	Men's clothing stores	5	34	19,241	9,276	2,356
14	Women's clothing stores	15	70	30,525	18,156	1,731
15	Children's clothing stores	1	2	x	x	x
16	Family clothing stores	9	31	12,589	9,931	1,788
17	Fabric and yarn stores	-	-	-	-	-
	Household furniture, appliances and furnishings group					
18	Household furniture stores (with appliances and furnishings)	2	11	x	x	x
19	Household furniture stores (without appliances and furnishings)	3	8	5,668	7,200	697
20	Appliance, television, radio and stereo stores(5)	2	18	x	x	x
21	Floor covering stores and drapery stores	1	1	x	x	x
22	Other home furnishings stores(6)	5	8	2,119	1,370	1,630
	General retail merchandising group					
23	General stores	-	-	-	-	-
24	Other general merchandise stores (variety and general merchandise stores)	9	65	90,595	114,764	1,214
	Other retail stores group					
25	Book and stationery stores	6	26	12,323	6,182	2,263
26	Florist shops	2	9	x	x	x
27	Paint, glass and wallpaper stores	2	6	x	x	x
28	Sporting goods stores(8)	2	4	x	x	x
29	Record and tape stores	3	15	5,573	2,390	2,445
30	Jewellery stores	8	43	22,021	6,894	3,382
31	Camera and photographic supply stores	-	-	-	-	-
32	Toy and hobby stores	1	1	x	x	x
33	Gift, novelty and souvenir stores	5	20	4,387	1,949	2,709
34	Second-hand merchandise stores	1	3	x	x	x
35	Opticians' shops	1	1	x	x	x
36	Luggage and leather goods stores	-	-	-	-	-
37	Pet stores	-	-	-	-	-
38	Other retail stores(9)	5	24	15,533	4,890	5,526

See footnote(s) at end of tables.

continued next page

TABLE 8. Retail Chains, Total Floor Area, by Selected Kinds of Business, Nova Scotia, 1984(11,15) PART 2

Median sales per square metre Ventes médianes par mètre carré	Total floor area Superficie totale	Average sales per square foot Ventes moyennes par pied carré	Median sales per square foot Ventes médianes par pied carré	Genre de commerce	
$	ft^2- pi^2	$	$		
...	4,646,875	...	...	TOTAL	
				Groupe des aliments, boissons et médicaments	
3,534	1,465,842	359	329	Supermarchés d'alimentation	1
x	x	x	x	Épiceries	2
-	-	-	-	Boulangeries-pâtisseries	3
-	-	-	-	Laiteries	4
x	x	x	x	Confiseries et magasins de noix	5
-	-	-	-	Marchés de viandes	6
-	-	-	-	Autres magasins d'alimentation(2)	7
x	x	x	x	Magasins de spiritueux	8
-	-	-	-	Magasins de vin	9
-	-	-	-	Magasins de bière	10
x	x	x	x	Pharmacies(3)	11
				Groupe des chaussures, vêtements, tissus et filés	
1,457	116,830	148	135	Magasins de chaussures(4)	12
2,204	99,737	219	205	Magasins de vêtements pour hommes	13
1,653	195,222	161	154	Magasins de vêtements pour dames	14
x	x	x	x	Magasins de vêtements pour enfants	15
1,411	106,785	166	131	Magasins de vêtements pour la famille	16
-	-	-	-	Magasins de tissus et de filés	17
				Groupe des meubles, appareils et accessoires d'ameublement de maison	
x	x	x	x	Magasins de meubles de maison (avec appareils ménagers et accessoires d'ameublement)	18
694	77,418	65	65	Magasins de meubles de maison (sans appareils ménagers ni accessoires d'ameublement)	19
x	x	x	x	Magasins d'appareils ménagers, de postes de télévision et de radio et d'appareils stéréophoniques(5)	20
x	x	x	x	Magasins de revêtements de sol et de tentures	21
1,585	14,727	152	147	Autres magasins d'ameublement de maison(6)	22
				Groupe des magasins de marchandises diverses	
-	-	-	-	Magasins généraux	23
677	1,234,018	113	63	Autres magasins de marchandises diverses (bazars et magasins de marchandises diverses)	24
				Groupe des autres magasins de détail	
1,860	66,477	210	173	Librairies et papeteries	25
x	x	x	x	Fleuristes	26
x	x	x	x	Magasins de peinture, de vitre et de papier peint	27
x	x	x	x	Magasins d'articles de sport(8)	28
2,465	25,697	227	229	Magasins de disques et de bandes magnétiques	29
3,249	74,134	315	302	Bijouteries	30
-	-	-	-	Magasins d'appareils et de fournitures photographiques	31
x	x	x	x	Magasins de jouets et d'articles de loisir	32
1,732	20,956	252	161	Magasins de cadeaux, d'articles de fantaisie et de souvenirs	33
x	x	x	x	Magasins de marchandises d'occasion	34
x	x	x	x	Opticiens	35
-	-	-	-	Magasins de bagages et de maroquinerie	36
-	-	-	-	Magasins d'animaux de maison	37
3,771	52,583	514	351	Autres magasins de vente au détail(9)	38

PRELIMINARY ESTIMATES

TABLE 3. Retail Trade, Chain and Independent Stores, by Kind of Business

Nova Scotia

August - 1986 - Août

PART 1

No	Kind of business - Genre de commerce	Chain stores - Magasins a succursales		Independent - Magasins independants		All stores - Ensemble des magasins	
		Sales - Ventes	Change 1986/1985 Variation	Sales - Ventes	Change 1986/1985 Variation	Sales - Ventes	Change 1986/1985 Variation
		$'000	%	$'000	%	$'000	%
1	Combination stores (groceries and meat)	70,277	+ 2.8	18,892	- 4.6	89,170	+ 1.1
2	Grocery confectionery and sundries stores	3,481	+ 3.5	11,949	- 9.3	15,431	- 6.7
3	All other food stores	x	x	x	x	4,451	+ 14.0
4	Department stores	32,589	+ 1.2	-	-	32,589	+ 1.2
5	General merchandise stores	x	x	x	x	12,048	+ 8.0
6	General stores	-	-	4,979	- 14.6	4,979	- 14.6
7	Variety stores	x	x	x	x	5,748	- 19.5
8	Motor vehicle dealers	-	-	67,594	- 2.2	67,594	- 2.2
9	Used car dealers	-	-	2,985	+ 12.3	2,985	+ 12.3
10	Service stations	x	x	x	x	44,327	- 16.6
11	Garages	-	-	1,595	- 20.1	1,595	- 20.1
12	Automotive parts and accessories stores	x	x	x	x	9,648	+ 6.6
13	Men's clothing stores	1,148	+ 2.9	2,190	- 12.4	3,338	- 7.6
14	Women's clothing stores	3,939	- 4.8	2,994	+ 15.2	6,934	+ 2.8
15	Family clothing stores	1,945	- 6.6	3,297	- 7.1	5,242	- 6.9
16	Specialty shoe stores	x	x	x	x	979	...
17	Family shoe stores	x	x	x	x	1,925	- 15.5
18	Hardware stores	-	-	4,811	+ 11.1	4,811	+ 11.1
19	Household furniture stores	1,125	- 9.2	1,683	- 13.1	2,808	- 11.6
20	Household appliance stores	x	x	x	x	1,312	+ 27.4
21	Furniture, T.V., radio and appliance stores	1,686	+ 2.3	2,091	- 10.6	3,777	- 5.2
22	Pharmacies, patent medicine and cosmetics stores	x	x	x	x	21,531	+ 11.6
23	Book and stationery stores	1,652	- 9.9	1,554	+ 4.3	3,206	- 3.5
24	Florists	x	x	x	x	1,195	+ 11.0
25	Jewellery stores	1,798	- 1.1	471	- 6.3	2,269	- 2.2
26	Sporting goods and accessories stores	556*	..	4,379	+ 0.9	4,935	+ 5.0
27	Personal accessories stores	844	+ 1.0	3,285	+ 4.4	4,130	+ 3.7
28	All other stores	30,513	+ 0.5	21,015	+ 4.5	51,528	+ 2.1
29	**All stores**	**174,604**	**+ 1.3**	**235,878**	**- 3.6**	**410,483**	**- 1.6**

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PRELIMINARY ESTIMATES

TABLE 3. Retail Trade, Chain and Independent Stores, by Kind of Business

Nova Scotia

January-August - 1986

PART 2

No	Kind of business - Genre de commerce	Chain stores - Magasins à succursales		Independent stores - Magasins independants		All stores - Ensemble des magasins	
		Sales - Ventes	Change 1986/1985 Variation	Sales - Ventes	Change 1986/1985 Variation	Sales - Ventes	Change 1986/1985 Variation
		$'000	%	$'000	%	$'000	%
1	Combination stores (groceries and meat)	501,390	+ 3.9	139,615	- 5.6	641,006	+ 1.7
2	Grocery confectionery and sundries stores	24,460	+ 7.8	94,007	+ 3.4	118,467	+ 4.3
3	All other food stores	x	x	x	x	30,176	+ 15.3
4	Department stores	222,706	+ 3.0	-	-	222,706	+ 3.0
5	General merchandise stores	x	x	x	x	87,945	+ 9.0
6	General stores	-	-	38,541	+ 1.8	38,541	+ 1.8
7	Variety stores	x	x	x	x	41,516	- 9.5
8	Motor vehicle dealers	-	-	622,789	+ 7.6	622,789	+ 7.6
9	Used car dealers	-	-	21,726	+ 17.3	21,726	+ 17.3
10	Service stations	x	x	x	x	329,155	- 5.7
11	Garages	-	-	12,882	- 11.2	12,882	- 11.2
12	Automotive parts and accessories stores	x	x	x	x	76,607	+ 12.0
13	Men's clothing stores	9,252	+ 9.9	13,279	- 12.0	22,531	- 4.2
14	Women's clothing stores	29,090	+ 2.0	20,807	+ 14.8	49,897	+ 7.0
15	Family clothing stores	11,219	+ 1.4	21,030	- 9.4	32,249	- 5.9
16	Specialty shoe stores	x	x	x	x	3,759*	..
17	Family shoe stores	x	x	x	x	13,902	+ 1.2
18	Hardware stores	-	-	33,923	+ 19.0	33,923	+ 19.0
19	Household furniture stores	8,444	+ 8.0	12,628	+ 0.3	21,073	+ 3.2
20	Household appliance stores	x	x	x	x	8,637	+ 20.1
21	Furniture, T.V., radio and appliance stores	13,567	--	16,419	- 3.4	29,986	- 1.9
22	Pharmacies, patent medicine and cosmetics stores	x	x	x	x	163,376	+ 15.1
23	Book and stationery stores	11,847	+ 0.4	11,545	+ 10.9	23,391	+ 5.3
24	Florists	x	x	x	x	9,698	+ 8.1
25	Jewellery stores	11,943	+ 0.6	3,278	- 6.8	15,221	- 1.1
26	Sporting goods and accessories stores	3,210	...	31,220	- 10.3	34,431*	- 5.0
27	Personal accessories stores	5,538	+ 0.9	16,638	+ 17.2	22,176	+ 12.6
28	All other stores	180,827	+ 3.3	151,325	+ 12.9	332,152	+ 7.4
29	**All stores**	**1,199,492**	**+ 3.6**	**1,860,427**	**+ 4.3**	**3,059,918**	**+ 4.0**

TABLE 2-40. Per Capita Retail Sales, by Province and by Kind of Business, 1983-1986

Province	1983	1984	1985	1986
		dollars		
Canada	4,269	4,620	5,104	5,458
Newfoundland - Terre-Neuve	3,421	3,577	3,882	4,122
Prince Edward Island - Île-du-Prince-Édouard	3,795	4,146	4,298	4,476
Nova Scotia - Nouvelle-Écosse	4,102	4,642	5,205	5,421
New Brunswick - Nouveau-Brunswick	3,842	4,099	4,407	4,803
Québec	3,961	4,434	4,928	5,234
Ontario	4,470	4,858	5,406	5,816
Manitoba	3,912	4,266	4,858	5,041
Saskatchewan	4,385	4,316	4,672	4,908
Alberta	4,817	5,056	5,735	5,942
British Columbia - Colombie-Britannique	4,365	4,539	4,958	5,273
Yukon and Northwest Territories - Yukon et Territories du Nord-Ouest	4,237	4,676	5,065	5,350
Kind of business - Genre de commerce:				
All stores - Ensemble des magasins	**4,269**	**4,620**	**5,104**	**5,458**
Combination stores (groceries and meat) - Épiceries-Boucheries	845	889	938	973
Grocery, confectionery and sundries stores - Épiceries, confiseries et articles divers	209	227	243	277
All other food stores - Tous les autres magasins d'aliments	82	85	92	103
Department stores - Grands magasins	439	453	475	495
General merchandise stores - Magasins de marchandises diverses	93	95	106	114
General stores - Magasins généraux	77	75	78	82
Variety stores - Bazars	45	48	50	49
Motor vehicle dealers - Concessionnaires d'automobiles	691	830	1,026	1,121
Used car dealers - Vendeurs d'automobiles d'occasion	20	22	26	31
Service stations - Stations-service	360	387	438	417
Garages	54	63	59	61
Automotive parts and accessories stores - Magasins de pièces et d'accessoires d'automobiles	100	104	110	121
Men's clothing stores - Magasins de vêtements pour hommes	50	53	52	56
Women's clothing stores - Magasins de vêtements pour dames	86	95	110	119
Family clothing stores - Magasins de vêtements pour la famille	60	63	74	80
Specialty shoe stores - Magasins de chaussures spécialisées	6	6	8	9
Family shoe stores - Magasins de chaussures pour la famille	39	40	42	46
Hardware stores - Quincailleries	40	42	46	52
Household furniture stores - Magasins de meubles	62	68	61	68
Household appliance stores - Magasins d'appareils ménagers	20	18	21	23
Furniture, T.V., radio and appliance stores - Magasins de meubles, téléviseurs, radios et accessoires	27	33	45	51
Pharmacies, patent medicine and cosmetics stores - Pharmacies, médicaments brevetés et produits de beauté	173	189	211	236
Book and stationery stores - Librairies et papeteries	21	23	28	31
Florists - Fleuristes	16	18	19	20
Jewellery stores - Bijouteries	34	35	37	41
Sporting goods and accessories stores - Magasins d'articles de sport et d'accessoires	56	65	74	81
Personal accessories stores - Magasins d'accessoires personnels	57	62	69	77
All other stores - Tous les autres magasins	508	533	569	626

Source: Statistics Canada, Market Research Handbook 1985-86.

TABLE 47. Summary of Family Expenditure, by Family Size, Atlantic Provinces, Canada, 1978

All Families and Unattached Individuals

PART 1

		Family size - Taille de la famille		
		All classes - Toutes categories	One person - Une personne	Two persons - Deux personnes
	Family characteristics			
1100	Number of families in sample	2 164	317	556
1101	Estimated number of families	647 270	88 910	172 570
	Average			
1102	Family size	3.29	1.00	1.98
1103	Number of children under 5 years	.28		.02
1104	Number of children 5 to 15 years	.77		.02
1105	Number of adults 16 and 17 years	.14		
1106	Number of adults 18 to 64 years	1.82	.61	1.22
1107	Number of adults 65 years and over	.33	.39	.74
1114	Number of full time earners	.65	.29	.47
1115	Age of head	47.2	56.2	55.9
1116	Income before taxes	16350.9	7543.0	13506.7
1117	Other money receipts	501.3	332.0	476.4
1118	Net change in assets and liabilities	714.0	484.4	1100.0
	Percentage			
1120	Homeowners	75.2	46.8	73.8
1121	Car or truck owners	75.8	36.4	75.7
1127	With head Canadian born	95.6	97.0	93.7
1128	With spouse employed full-time	12.0		11.8
	Average dollar expenditure			
1- 12	Food	2989.7	1338.9	2226.9
20-128	Shelter	2427.1	1541.1	2089.1
20- 23	Rented living quarters	446.8	681.9	567.6
30-105	Owned living quarters	1077.9	333.3	714.2
110-119	Other accommodation	91.2	40.7	67.7
120-128	Water, fuel and electricity	809.2	485.3	739.6
130-197	Household operation	772.8	368.3	588.5
200-349	Household furnishings and equipment	724.4	322.2	580.7
200-230	Furniture	226.9	107.2	161.4
240-274	Household appliances	173.8	63.7	143.5
280-349	Other	323.8	151.2	275.8
360-641	Clothing	1173.0	370.7	726.9
650-692	Personal care	272.9	128.1	204.2
700-740	Medical and health care	255.9	139.2	220.2
750-781	Tobacco and alcoholic beverages	499.4	248.9	427.9
790-844	Transportation	2275.9	813.5	1985.2
790-818	Automobile and truck	2132.7	698.2	1823.6
790-791	Purchase	1048.7	329.5	957.2
800-818	Operation	1084.0	368.7	866.4
820-844	Other transportation	143.2	115.3	161.6
850-922	Recreation	768.4	290.7	460.3
930-936	Reading	84.5	55.9	70.6
940-951	Education	89.9		57.2
960-971	Miscellaneous expenses	425.9	205.3	322.3
1-971	**Total current consumption**	**12758.8**	**5838.0**	**9960.0**
980-981	Personal taxes	2217.9	908.2	1790.5
985-991	Security	660.6	257.4	439.9
995-999	Gifts and contributions	480.1	411.0	571.7
1-999	**Total expenditure**	**16117.6**	**7414.5**	**12762.5**
	Percentage distribution			
1- 12	Food	18.5	18.1	17.4
20-128	Shelter	15.1	20.8	16.4
20- 23	Rented living quarters	2.8	9.2	4.4
30-105	Owned living quarters	6.7	4.5	5.6
110-119	Other accommodation	.6	.5	[illegible]
120-128	Water, fuel and electricity	5.0	6.5	[illegible]
130-197	Household operation	4.8	5.0	[illegible]
200-349	Household furnishings and equipment	4.5	4.3	[illegible]
200-230	Furniture	1.4	1.4	[illegible]
240-274	Household appliances	1.1	.9	[illegible]
280-349	Other	2.0	2.0	2.2
360-641	Clothing	7.3	5.0	[illegible]
650-692	Personal care	1.7	1.7	[illegible]
700-740	Medical and health care	1.6	1.9	[illegible]
750-781	Tobacco and alcoholic beverages	3.1	3.4	3.4
790-844	Transportation	14.1	11.0	[illegible]
790-818	Automobile and truck	13.2	9.4	[illegible]
790-791	Purchase	6.5	4.4	[illegible]
800-818	Operation	6.7	5.0	[illegible]
820-844	Other transportation	.9	1.6	[illegible]
850-922	Recreation	4.8	3.9	[illegible]
930-936	Reading	.5	.8	[illegible]
940-951	Education	.6		[illegible]
960-971	Miscellaneous expenses	2.6	2.8	[illegible]
1-971	**Total current consumption**	**79.2**	**78.7**	**78.0**
980-981	Personal taxes	13.8	12.2	[illegible]
985-991	Security	4.1	3.5	[illegible]
995-999	Gifts and contributions	3.0	5.5	4.5
1-999	**Total expenditure**	**100.0**	**100.0**	**100.0**

continued next page

TABLE 47. Summary of Family Expenditure, by Family Size, Atlantic Provinces, Canada, 1978

All Families and Unattached Individuals

PART 2

		Family size - Taille de la famille		
		Three persons - Trois personnes	Four persons - Quatre personnes	Five or more persons - Cinq personnes ou plus
	Family characteristics			
1100	Number of families in sample	382	404	505
1101	Estimated number of families	114 670	118 110	153 000
	Average			
1102	Family size	2.9[illegible]	3.93	5.87
1103	Number of children under 5 years	.42	.56	.40
1104	Number of children 5 to 15 years	.29	.96	2.29
1105	Number of adults 16 and 17 years	.06	.14	.44
1106	Number of adults 18 to 64 years	2.02	2.27	2.72
1107	Number of adults 65 years and over	.21	.08	.13
1114	Number of full-time earners	.82	.84	.79
1115	Age of head	40.2	39.6	43.1
1116	Income before taxes	17468.8	20126.7	20925.2
1117	Other money receipts	422.9	751.1	493.8
1118	Net change in assets and liabilities	765.7	776.7	308.1
	Percentage			
1120	Homeowners	72.9	82.3	89.5
1121	Car or truck owners	80.9	87.5	85.9
1127	With head Canadian born	96.6	95.7	96.0
1128	With spouse employed full-time	22.0	13.6	10.6
	Average dollar expenditure			
1- 12	Food	2883.5	3492.8	4436.4
20-128	Shelter	2572.9	2875.7	2867.6
20- 23	Rented living quarters	519.4	326.0	221.3
30-105	Owned living quarters	1187.2	1527.0	1492.1
110-119	Other accommodation	87.1	128.2	121.5
120-128	Water, fuel and electricity	779.2	894.5	1032.7
130-197	Household operation	961.8	958.5	930.6
200-349	Household furnishings and equipment	779.3	942.6	910.9
200-230	Furniture	224.8	320.7	299.3
240-274	Household appliances	228.1	201.5	210.0
280-349	Other	326.4	420.4	401.6
360-641	Clothing	1191.4	1512.4	1656.9
650-692	Personal care	277.6	323.6	[illegible]
700-740	Medical and health care	248.8	300.6	334.8
750-781	Tobacco and alcoholic beverages	519.2	587.4	642.5
790-844	Transportation	2526.6	2853.4	2819.9
790-818	Automobile and truck	2370.9	2717.7	2685.0
790-791	Purchase	1182.8	1350.2	1236.8
800-818	Operation	1188.1	1367.5	1448.1
820-844	Other transportation	155.7	135.7	134.9
850-922	Recreation	751.1	1144.4	1116.5
930-936	Reading	53.8	102.7	95.6
940-951	Education	70.5	118.1	[illegible]
960-971	Miscellaneous expenses	541.0	480.9	542.2
1-971	**Total current consumption**	**13417.2**	**15693.1**	**17178.9**
980-981	Personal taxes	2522.2	3040.3	2893.3
985-991	Security	790.9	900.5	562.0
995-999	Gifts and contributions	437.2	541.9	401.2
1-999	**Total expenditure**	**17173.5**	**20175.9**	**21035.4**
	Percentage distribution			
1- 12	Food	16.8	17.3	21.4
20-128	Shelter	15.0	14.3	13.6
20- 23	Rented living quarters	3.0	1.6	[illegible]
30-105	Owned living quarters	6.9	7.6	[illegible]
110-119	Other accommodation	.5	.6	[illegible]
120-128	Water, fuel and electricity	4.5	4.4	[illegible]
130-197	Household operation	5.6	4.8	[illegible]
200-349	Household furnishings and equipment	4.5	4.7	[illegible]
200-230	Furniture	1.3	1.6	[illegible]
240-274	Household appliances	1.3	1.0	[illegible]
280-349	Other	1.9	2.1	[illegible]
360-641	Clothing	6.9	7.5	[illegible]
650-692	Personal care	1.6	1.6	[illegible]
700-740	Medical and health care	1.4	1.5	[illegible]
750-781	Tobacco and alcoholic beverages	3.0	2.9	[illegible]
790-844	Transportation	14.7	14.1	[illegible]
790-818	Automobile and truck	13.8	13.5	[illegible]
790-791	Purchase	6.9	6.7	[illegible]
800-818	Operation	6.9	6.8	[illegible]
820-844	Other transportation	.9	.7	[illegible]
850-922	Recreation	4.4	5.7	[illegible]
930-936	Reading	.3	.5	[illegible]
940-951	Education	.4	.6	[illegible]
960-971	Miscellaneous expenses	3.2	2.4	[illegible]
1-971	**Total current consumption**	**78.1**	**77.8**	**81.7**
980-981	Personal taxes	14.7	15.1	[illegible]
985-991	Security	4.6	4.5	[illegible]
995-999	Gifts and contributions	2.5	2.7	[illegible]
1-999	**Total expenditure**	**100.0**	**100.0**	**100.0**

TABLE 21. Summary of Family Expenditure, by Family Income, Atlantic Provinces, Canada, 1982

All Families and Unattached Individuals

PART 1

		Family income - Revenu de la famille					
		All classes - Toutes catégories	Under $20 000 - Moins de $20 000	Under $10 000 - Moins de $10 000	$10 000 - 14 999	$15 000 - 19 999	$20 000 - 24 999
	Family characteristics						
4000	Number of families in sample	2 159	922	357	321	244	259
4001	Estimated number of families	690 590	319 580	122 460	117 900	79 330	88 630
	Average						
4010	Family size	3.10	2.51	1.84	2.66	3.33	3.25
4020	Number of children under 5 years	.23	.19	.14	.17	.29	.24
4021	Number of children 5 to 15 years	.64	.48	.26	.46	.86	.76
4022	Number of adults 16 and 17 years	.13	.08	.04	.08	.15	.13
4023	Number of adults 18 to 64 years	1.79	1.25	.86	1.34	1.73	1.93
4024	Number of adults 65 years and over	.31	.51	.54	.62	.31	.19
4041	Number of full-time earners	.63	.21	.06	.20	.43	.72
4051	Age of head	47.3	53.6	59.6	52.7	45.6	41.5
4060	Income before tax	23964.5	11577.8	7023.7	12345.0	17467.5	22596.8
4061	Other money receipts	399.9	258.8	233.3	243.3	321.5	233.3
4062	Net change in assets & liabilities	1945.0	429.6	172.2	455.1	785.3	787.6
	Percentage						
4080	Homeowners	73.6	68.5	56.4	75.2	77.4	89.6
4081	Automobile or truck owners	78.0	58.5	35.3	65.7	83.6	91.7
4100	Married couple family	70.1	52.5	24.7	66.8	74.4	77.7
4101	With wife employed full-time	13.6	2.5	.7	.6	8.0	13.4
	Average dollar expenditure						
1000-1572	Food	3998.9	2829.2	2091.9	2994.5	3721.6	4097.1
2000-2131	Shelter	3458.1	2304.1	1968.1	2346.8	2759.4	3185.2
2000-2096	Principal accommodation	3234.7	2241.7	1936.1	2292.1	2638.4	2968.5
2000-2002	Rented	717.4	640.3	773.1	524.7	607.0	811.9
2010-2080	Owned	1373.0	622.6	326.7	702.4	960.8	1082.9
2090-2096	Water fuel and electricity	1144.3	978.8	836.4	1065.0	1070.6	1073.7
2100-2131	Other accommodation	223.3	62.4	32.0	54.7	121.0	216.7
2200-2283	Household operation	1138.4	763.1	530.6	816.5	1042.4	1052.1
2300-2496	Household furnishings and equipment	817.0	413.1	187.4	475.5	665.2	704.2
2300-2344	Household furnishings	383.6	175.2	98.1	184.8	276.9	336.8
2350-2483	Household equipment	395.5	220.7	78.9	276.6	356.3	335.7
2490-2496	Services	37.9	17.2	10.4	14.3	32.0	25.7
2500-2879	Clothing	1523.1	736.0	374.7	765.3	1250.2	1513.4
2900-2965	Transportation	2982.8	1395.6	552.8	1622.6	2359.1	3506.3
2900-2947	Private transportation	2767.3	1264.4	467.8	1459.4	2204.0	3327.3
2950-2965	Public transportation	215.5	131.2	85.0	163.2	155.1	179.0
3000-3064	Health care	392.5	237.0	146.7	255.8	348.4	424.4
3100-3153	Personal care	459.5	287.2	195.7	289.1	425.7	467.6
3200-3370	Recreation	967.8	415.1	224.9	410.7	715.6	861.5
3360-3385	Reading materials & other printed matter	124.0	71.9	53.0	78.9	90.9	98.8
3390-3400	Education	150.6	47.9	23.5	47.6	86.1	131.6
3500-3515	Tobacco products and alcoholic beverages	838.9	520.6	312.4	591.9	736.1	935.1
3600-3611	Miscellaneous	676.5	331.4	140.3	403.8	515.7	776.7
1000-3611	**Total current consumption**	**17518.1**	**10352.2**	**6802.0**	**11099.3**	**14722.3**	**17756.6**
3700-3703	Personal taxes	3235.1	510.9	38.3	464.4	1309.5	2586.2
3710-3716	Security	996.1	243.6	43.3	243.7	553.4	984.5
3720-3724	Gifts and contributions	684.5	408.4	290.2	465.4	506.2	566.2
1000-3724	**Total expenditure**	**22433.8**	**11515.3**	**7173.8**	**12272.8**	**17091.3**	**21893.5**
	Percentage distribution						
1000-1572	Food	17.8	24.6	29.2	24.4	21.8	18.7
2000-2131	Shelter	15.4	20.0	27.4	19.1	16.1	14.5
2000-2096	Principal accommodation	14.4	19.5	27.0	18.7	15.4	13.6
2000-2002	Rented	3.2	5.6	10.8	4.3	3.6	3.7
2010-2080	Owned	6.1	5.4	4.6	5.7	5.6	4.9
2090-2096	Water fuel and electricity	5.1	8.5	11.7	8.7	6.3	4.9
2100-2131	Other accommodation	1.0	.5	.4	.4	.7	1.0
2200-2283	Household operation	5.1	6.6	7.4	6.7	6.1	4.8
2300-2496	Household furnishings and equipment	3.6	3.6	2.6	3.9	3.9	3.2
2300-2344	Household furnishings	1.7	1.5	1.4	1.5	1.6	1.5
2350-2483	Household equipment	1.8	1.9	1.1	2.3	2.1	1.5
2490-2496	Services	.2	.1	.1	.1	.2	.1
2500-2879	Clothing	6.8	6.4	5.2	6.2	7.3	6.9
2900-2965	Transportation	13.3	12.1	7.7	13.2	13.8	16.0
2900-2947	Private transportation	12.3	11.0	6.5	11.9	12.9	15.2
2950-2965	Public transportation	1.0	1.1	1.2	1.3	.9	.8
3000-3064	Health care	1.7	2.1	2.0	2.1	2.0	1.9
3100-3153	Personal care	2.0	2.5	2.7	2.4	2.5	2.1
3200-3370	Recreation	4.3	3.6	3.1	3.3	4.2	3.9
3360-3385	Reading materials & other printed matter	.6	.6	.7	.6	.5	.5
3390-3400	Education	.7	.4	.3	.4	.5	.6
3500-3515	Tobacco products and alcoholic beverages	3.7	4.5	4.4	4.8	4.3	4.3
3600-3611	Miscellaneous	3.0	2.9	2.0	3.3	3.0	3.5
1000-3611	**Total current consumption**	**78.1**	**89.9**	**94.8**	**90.4**	**86.1**	**81.1**
3700-3703	Personal taxes	14.4	4.4	.5	3.8	7.7	11.8
3710-3716	Security	4.4	2.1	.6	2.0	3.2	4.5
3720-3724	Gifts and contributions	3.1	3.5	4.0	3.8	3.0	2.6
1000-3724	**Total expenditure**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**

continued next page

TABLE 21. Summary of Family Expenditure, by Family Income, Atlantic Provinces, Canada, 1982

All Families and Unattached Individuals

PART 2

		Family income - Revenu de la famille				
		$25 000 - 29 999	$30 000 - 34 999	$35 000 - 39 999	$40 000 - 49 999	$50 000 and over - $50 000 et plus
	Family characteristics					
4000	Number of families in sample	258	196	167	190	167
4001	Estimated number of families	83 160	55 920	50 250	52 170	40 780
	Average					
4010	Family size	3 36	3 72	3 81	4 09	3 81
4020	Number of children under 5 years	30	.30	.27	.29	15
4021	Number of children 5 to 15 years	62	.97	.94	79	70
4022	Number of adults 16 and 17 years	19	14	20	17	21
4023	Number of adults 18 to 64 years	2 12	2 18	2 27	2 77	2 60
4024	Number of adults 65 years and over	12	13	13	06	15
4041	Number of full-time earners	79	99	98	1 34	1.58
4051	Age of head	40 7	40.1	42 8	42 8	44 5
4060	Income before tax	27376 2	32476 0	37618 9	44556 7	62239 8
4061	Other money receipts	120 4	179 0	1331 8	898 1	832 8
4062	Net change in assets & liabilities	1606 9	2987.2	4570 2	5367 5	7959 9
	Percentage					
4080	Homeowners	71 4	74 1	86 9	90 8	90 2
4081	Automobile or truck owners	91 4	97 2	96 4	97 5	98 0
4100	Married couple family	84 0	82 2	90 7	92 9	92 1
4101	With wife employed full-time	15 1	26 2	20 9	35 1	44 4
	Average dollar expenditure					
1000-1572	Food	4366 8	5089 9	5173 1	5948 9	6597 0
2000-2131	Shelter	3828 5	4228 7	4842 1	5597 6	6842 3
2000-2096	Principal accommodation	3541 0	4016 3	4458 4	5131 6	5966 9
2000-2002	Rented	959 4	972 3	711 8	476 4	
2010-2080	Owned	1486 2	1765 6	2335 8	3133 8	3677 3
2090-2096	Water fuel and electricity	1095 4	1278 3	1410 7	1521 5	1699 9
2100-2131	Other accommodation	287 5	212 4	383 7	466 0	875 4
2200-2283	Household operation	1266 4	1497 6	1590 1	1723 8	2208 5
2300-2496	Household furnishings and equipment	1103 4	1071 6	1249 4	1432 8	1976 0
2300-2344	Household furnishings	504 1	517 3	562 1	731 1	1026 2
2350-2483	Household equipment	548 6	511 4	624 3	634 0	831 3
2490-2496	Services	50 5	42 9	63 0	67 7	118 5
2500-2879	Clothing	1705 3	2031 9	2340 5	2840 1	3952 8
2900-2965	Transportation	3618 7	4278 8	4685 6	4976 9	6564 2
2900-2947	Private transportation	3395 0	4042 3	4369 9	4628 6	5947 7
2950-2965	Public transportation	223 7	236 6	315 7	348 3	616 5
3000-3064	Health care	441 2	506 1	525 8	569 8	896 5
3100-3153	Personal care	544 7	593 2	664 1	693 7	884 3
3200-3370	Recreation	1166 6	1521 2	1604 7	1705 0	2636 8
3380-3385	Reading materials & other printed matter	134 5	158.2	171 3	217 0	342 0
3390-3400	Education	137 1	212 2	274 9	300 7	594 7
3500-3515	Tobacco products and alcoholic beverages	1021 4	1091 3	1060 0	1240 7	1619 8
3600-3611	Miscellaneous	780 3	933 7	1097 4	1123 0	1506 5
1000-3611	**Total current consumption**	**20114.9**	**23214.5**	**25279.1**	**28369.8**	**36621.4**
3700-3703	Personal taxes	3977 1	4703 5	6309 6	7769 6	12885 0
3710-3716	Security	1246 9	1558 1	1738 0	2258 1	3107 4
3720-3724	Gifts and contributions	721 5	897.5	1135 8	1122 6	1622 1
1000-3724	**Total expenditure**	**26060.4**	**30373.7**	**34482.5**	**39520.2**	**54235.9**
	Percentage distribution					
1000-1572	Food	16 8	16 8	15 0	15 1	12 2
2000-2131	Shelter	14 7	13 9	14 1	14 2	12 6
2000-2096	Principal accommodation	13 6	13 2	12 9	13 0	11 0
2000-2002	Rented	3 7	3 2	2 1	1 2	
2010-2080	Owned	5 7	5 8	6 8	7 9	6 8
2090-2096	Water fuel and electricity	4 2	4 2	4 1	3 8	3 1
2100-2131	Other accommodation	1 1	7	1 1	1 2	1 6
2200-2283	Household operation	4 9	4 9	4 6	4 4	4 1
2300-2496	Household furnishings and equipment	4 2	3 5	3 6	3 6	3 6
2300-2344	Household furnishings	1 9	1 7	1 6	1 8	1 9
2350-2483	Household equipment	2 1	1 7	1 8	1 6	1 5
2490-2496	Services	2	1	2	2	2
2500-2879	Clothing	6 5	6 7	6 8	7 2	7 3
2900-2965	Transportation	13 9	14 1	13 6	12 6	12 1
2900-2947	Private transportation	13 0	13 3	12 7	11 7	11 0
2950-2965	Public transportation	9	8	9	9	1 1
3000-3064	Health care	1 7	1 7	1 5	1 4	1 7
3100-3153	Personal care	2 1	2 0	1 9	1 8	1 6
3200-3370	Recreation	4 5	5 0	4 7	4 3	4 9
3380-3385	Reading materials & other printed matter	5	5	5	5	6
3390-3400	Education	5	7	8	8	1 1
3500-3515	Tobacco products and alcoholic beverages	3 9	3 6	3 1	3 1	3 0
3600-3611	Miscellaneous	3 0	3 1	3 2	2 8	2 8
1000-3611	**Total current consumption**	**77.2**	**76.4**	**73.4**	**71.8**	**67.5**
3700-3703	Personal taxes	15 3	15 5	18 3	19 7	23 8
3710-3716	Security	4 8	5 1	5 0	5 7	5 7
3720-3724	Gifts and contributions	2 8	3 0	3 3	2 8	3 0
1000-3724	**Total expenditure**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**

APPENDIX 4

POPULATION FORECASTS AND DISPOSABLE INCOME DATA

STATISTICS CANADA SOURCES (SAMPLES INCLUDED HERE):

1. CANSIM Matrix No. 000556: Includes Table 36 - Personal Disposable Income per Person, Geographic Distribution, 1984 and 1985.

2. Catalogue 91-250: Population Projections for Canada, Provinces and Territories, 1984-2006, prepared by M.V. George and J. Perreault, Statistics Canada, Demography Division, Population Projections Section, May, 1985. Projections for sex and age group for 1991, 1996, 2001.

3. Catalogue 13-201: National Accounts contains Table 37 - Personal Disposable Income, Geographical Distribution. Per capita disposable income is obtained by dividing figures by those in Table A - population of Canada by Province, Estimates as of June 1st.

OTHER SOURCES

William J. Coffey, Projections for Province, Counties and Halifax Metro Area, Regional and Urban Studies Centre, Institute of Public Affairs, Dalhousie University, for Nova Scotia Department of Development, March 1983. Contains Table 6 - Projected Population, Nova Scotia, by County, 1982-2001. (Sample included here.)

Canadian Markets - Complete Demographics for Canadian Urban Markets, The Financial Post Information Service contains disposable income estimates by county. See Appendix 3 for a full description. (No example included).

TABLE 36. Personal Disposable Income per Person, Geographic Distribution, 1984 and 1985

No.	CANSIM matrix No. 000556	1984	1985
1	Newfoundland	8,458	8,862
2	Prince Edward Island	9,119	9,268
3	Nova Scotia	9,736	10,439
4	New Brunswick	9,256	9,861
5	Quebec	10,928	11,690
6	Ontario	13,201	14,031
7	Manitoba	11,765	12,604
8	Saskatchewan	10,797	11,943
9	Alberta	12,357	13,499
10	British Columbia	12,505	13,192
11	Yukon and Northwest Territories	12,597	12,730
12	**Canada**	**11,937**	**12,752**

Note: Data for 1986 will be available in November 1987.

Sample of Population Projections for Canada, Provinces and Territories

PROJ. NO. 3

PROJECTED POPULATION BY SEX AND AGE GROUP, CANADA, PROVINCES AND TERRITORIES, JUNE 1, 1996
PROJECTION DE LA POPULATION PAR SEXE ET GROUPE D'AGE, CANADA, PROVINCES ET TERRITOIRES AU 1ER JUIN, 1996
(IN THOUSANDS - EN MILLIERS)

SEX AND AGE SEXE ET AGE	CANADA	NFLD T.-N.	P.E.I. I.P.-E.	N.S. N.-E.	N.B.	QUE.	ONT.	MAN.	SASK.	ALTA. ALB.	B.C. C.-B.	YUKON.	N.W.T. T.N.-O
0	175.4	4.9	0.8	5.6	4.8	40.3	58.2	7.7	8.6	21.8	21.8	0.2	0.6
1	178.4	5.0	0.9	5.7	4.8	41.3	59.4	7.8	8.7	21.8	22.2	0.2	0.6
2	181.7	5.0	0.9	5.9	4.9	42.4	60.6	7.9	8.7	22.0	22.6	0.2	0.6
3	184.8	5.1	0.9	6.0	5.0	43.4	61.7	8.0	8.8	22.3	23.1	0.2	0.6
4	187.7	5.1	0.9	6.0	5.1	44.3	62.7	8.1	8.9	22.5	23.4	0.2	0.5
0- 4	908.0	25.1	4.4	29.2	24.5	211.7	302.6	39.5	43.7	110.3	113.2	0.9	2.9
5	190.3	5.1	0.9	6.1	5.1	45.2	63.6	8.1	9.0	22.7	23.8	0.2	0.5
6	192.5	5.2	0.9	6.2	5.2	46.0	64.3	8.2	9.0	22.8	24.1	0.2	0.5
7	194.1	5.2	1.0	6.2	5.3	46.6	64.8	8.2	9.0	22.9	24.3	0.2	0.5
8	195.1	5.2	1.0	6.2	5.3	47.0	65.2	8.1	9.1	22.9	24.4	0.2	0.5
9	195.4	5.1	1.0	6.2	5.3	47.3	65.2	8.1	9.0	22.9	24.5	0.2	0.5
5- 9	967.4	25.8	4.8	30.9	26.2	232.1	323.1	40.7	45.1	114.3	121.1	0.9	2.5
10	195.1	5.1	1.0	6.2	5.3	47.4	65.0	8.1	9.0	22.9	24.5	0.2	0.5
11	194.2	5.1	1.0	6.2	5.3	47.4	64.7	8.0	8.9	22.7	24.4	0.2	0.5
12	192.6	5.0	1.0	6.1	5.3	47.2	64.2	7.9	8.8	22.4	24.2	0.2	0.4
13	188.8	4.9	1.0	5.9	5.3	46.5	63.7	8.1	8.6	20.9	23.4	0.2	0.4
14	190.9	5.1	1.0	6.1	5.5	47.3	63.9	8.0	8.7	21.1	23.7	0.2	0.4
10-14	961.6	25.2	4.9	30.5	26.7	235.9	321.5	39.9	43.9	109.9	120.2	0.9	2.2
15	189.7	4.6	1.0	6.0	5.3	48.0	64.2	7.7	8.6	20.8	22.9	0.2	0.4
16	190.4	4.8	1.0	6.2	5.3	49.0	63.9	7.8	8.5	20.7	22.6	0.2	0.4
17	184.7	4.6	1.0	6.1	5.2	46.7	62.5	7.6	8.3	20.3	21.9	0.2	0.4
18	183.1	4.5	0.9	5.9	5.2	46.2	62.3	7.6	8.0	20.4	21.5	0.2	0.4
19	185.3	4.6	0.9	6.2	5.4	46.2	63.1	7.7	8.0	20.8	21.9	0.2	0.4
15-19	933.1	23.0	4.8	30.4	26.3	236.1	316.0	38.4	41.2	103.0	110.9	0.9	2.1
20	187.1	4.7	0.9	6.5	5.4	45.5	64.2	8.0	7.9	21.3	22.1	0.2	0.4
21	188.8	4.6	0.9	6.4	5.3	45.5	65.8	8.1	7.8	21.2	22.6	0.2	0.4
22	182.6	4.4	0.9	6.2	5.2	42.4	63.9	8.0	7.6	20.9	22.6	0.2	0.4
23	188.4	4.6	0.9	6.5	5.4	42.6	66.2	8.1	7.8	21.9	23.7	0.2	0.4
24	194.1	4.7	0.9	6.7	5.6	43.7	68.0	8.2	7.9	22.7	25.0	0.2	0.4
20-24	941.0	23.1	4.5	32.4	26.9	219.7	328.2	40.4	39.0	107.9	116.0	0.9	2.2
25-29	1025.8	23.7	4.5	33.8	27.5	238.6	353.5	41.6	40.8	121.9	136.6	1.0	2.3
30-34	1216.5	26.4	5.4	39.4	32.2	299.3	414.7	46.9	47.4	141.8	159.3	1.1	2.5
35-39	1189.0	24.0	5.1	36.6	30.7	300.4	399.6	44.9	45.4	142.3	156.9	1.0	2.3
40-44	1075.1	23.0	4.7	33.1	28.2	270.7	363.2	40.3	41.4	124.1	143.5	1.0	2.1
45-49	989.7	21.5	4.4	31.9	26.8	247.2	353.0	36.3	34.8	104.8	125.1	0.9	1.9
50-54	781.8	16.3	3.3	24.8	20.5	205.8	283.0	28.9	28.9	73.8	97.5	0.7	1.4
55-59	628.3	12.6	2.8	20.1	16.2	160.1	234.1	23.7	24.5	56.7	78.2	0.5	1.0
60-64	572.0	11.0	2.7	18.3	14.1	143.6	216.3	22.4	23.3	49.4	71.6	0.4	0.8
65-69	527.1	10.0	2.5	16.4	13.0	129.9	205.0	21.2	20.5	42.7	67.7	0.4	0.6
70-74	432.5	8.2	2.2	14.3	11.8	103.9	167.0	18.9	18.2	33.8	55.8	0.2	0.5
75-79	293.5	6.2	1.7	11.0	8.5	66.5	109.0	14.0	14.3	22.7	39.3	0.1	0.3
80-84	178.9	3.6	1.1	7.1	5.3	38.9	64.6	9.1	9.5	15.7	25.8	0.1	0.1
85-89	73.1	1.5	0.4	3.2	2.5	15.4	25.6	3.8	4.3	5.7	10.9	0.0	0.0
90+	23.0	0.4	0.1	1.0	0.7	4.6	7.9	1.3	1.5	1.9	3.7	0.0	0.0
MALE-MASCUL.	13717.3	310.5	64.2	444.3	367.8	3359.6	4785.5	551.1	560.7	1476.7	1757.0	12.0	27.8
0	166.1	4.7	0.8	5.3	4.5	38.2	55.1	7.3	8.2	20.6	20.6	0.2	0.6
1	169.2	4.7	0.8	5.4	4.6	39.2	56.3	7.5	8.3	20.7	21.1	0.2	0.6
2	172.4	4.8	0.8	5.5	4.6	40.3	57.5	7.5	8.3	20.9	21.6	0.2	0.5
3	175.4	4.8	0.9	5.7	4.7	41.0	58.5	7.6	8.5	21.1	21.9	0.2	0.5
4	178.2	4.8	0.9	5.7	4.8	42.1	59.5	7.6	8.5	21.3	22.3	0.2	0.5
0- 4	861.3	23.7	4.2	27.7	23.2	200.7	286.9	37.3	41.7	104.7	107.4	0.9	2.8
5	180.7	4.8	0.9	5.8	4.8	42.9	60.3	7.7	8.6	21.5	22.6	0.2	0.5
6	182.8	4.8	0.9	5.9	4.9	43.7	61.0	7.7	8.6	21.7	22.9	0.2	0.5
7	184.4	4.8	0.9	5.9	4.9	44.3	61.6	7.7	8.7	21.8	23.1	0.2	0.5
8	185.4	4.8	0.9	5.9	5.0	44.8	61.9	7.7	8.7	21.8	23.3	0.2	0.5
9	185.8	4.8	0.9	5.9	5.0	45.1	62.0	7.7	8.6	21.8	23.3	0.2	0.5
5- 9	919.1	24.1	4.5	29.5	24.7	220.8	306.8	38.4	43.2	108.7	115.1	0.9	2.4
10	185.5	4.8	0.9	5.9	5.0	45.2	61.8	7.6	8.6	21.8	23.3	0.2	0.5
11	184.7	4.7	0.9	5.9	5.0	45.1	61.4	7.6	8.5	21.6	23.3	0.2	0.4
12	183.2	4.7	0.9	5.8	5.0	45.0	60.9	7.5	8.4	21.3	23.1	0.2	0.4
13	180.1	4.7	1.0	5.7	4.9	43.8	61.1	7.7	8.2	20.0	22.6	0.2	0.4
14	182.0	4.8	1.0	5.9	5.1	44.5	61.3	7.6	8.3	20.2	22.8	0.2	0.4
10-14	915.5	23.6	4.8	29.3	25.0	223.5	306.6	37.9	41.9	104.9	115.1	0.9	2.1
15	181.1	4.6	0.9	5.9	5.1	45.6	61.2	7.3	8.1	19.8	22.1	0.2	0.4
16	180.4	4.5	0.9	6.0	5.0	45.9	60.8	7.3	8.1	19.5	21.5	0.2	0.4
17	176.1	4.4	0.9	5.9	5.0	44.7	59.5	7.3	7.8	19.1	21.0	0.2	0.4
18	174.3	4.4	0.9	5.8	5.0	43.8	59.5	7.3	7.9	19.0	20.5	0.2	0.4
19	177.0	4.6	0.9	5.9	5.2	44.3	60.5	7.3	7.7	19.7	20.5	0.2	0.4
15-19	888.8	22.5	4.5	29.5	25.3	224.3	301.5	36.5	39.3	97.1	105.6	0.8	2.1
20	178.6	4.6	0.9	6.0	5.3	43.3	61.7	7.6	7.6	19.9	21.1	0.2	0.4
21	180.1	4.5	0.9	6.1	5.3	43.4	62.8	7.6	7.5	19.9	21.5	0.2	0.4
22	175.4	4.6	0.8	6.0	5.1	41.1	61.4	7.5	7.3	19.7	21.3	0.2	0.4
23	179.7	4.7	0.8	6.3	5.2	40.7	63.3	7.7	7.5	20.3	22.5	0.2	0.4
24	184.7	4.9	0.9	6.5	5.4	42.0	65.0	7.8	7.5	20.8	23.4	0.2	0.4
20-24	898.4	23.3	4.2	30.9	26.3	210.7	314.2	38.2	37.4	100.5	109.8	0.9	2.1
25-29	983.0	24.6	4.2	32.8	26.9	230.4	343.3	40.1	38.7	111.4	127.8	0.9	2.1
30-34	1179.0	26.9	5.2	38.5	31.7	293.4	406.8	46.4	46.0	131.1	149.7	1.0	2.4
35-39	1199.4	25.3	5.1	37.4	31.1	307.1	409.9	45.4	45.1	136.0	153.6	1.0	2.3
40-44	1100.6	23.9	4.6	35.1	29.3	280.8	382.5	41.5	40.5	118.1	140.8	1.0	2.2
45-49	1009.8	21.7	4.5	33.0	27.3	258.4	365.9	37.5	34.0	97.9	127.0	0.9	1.8
50-54	796.7	16.4	3.3	25.5	20.8	216.2	290.3	29.3	25.9	71.0	96.5	0.6	1.3
55-59	651.8	12.4	2.9	20.9	16.7	171.4	244.5	24.8	22.6	55.6	78.9	0.5	1.0
60-64	601.4	10.9	2.8	19.3	15.5	158.8	228.3	23.8	21.5	49.0	70.7	0.4	0.8
65-69	579.4	10.3	2.6	18.5	14.5	152.2	221.0	23.7	21.7	44.6	69.3	0.3	0.7
70-74	530.7	8.9	2.6	17.5	13.9	132.1	205.0	23.5	20.8	39.2	62.5	0.2	0.5
75-79	402.4	7.4	2.2	14.8	11.3	97.5	148.9	18.6	18.0	29.5	53.6	0.2	0.3
80-84	293.3	5.4	1.6	10.8	8.2	69.1	108.4	14.4	13.7	21.4	39.9	0.1	0.2
85-89	166.0	2.8	0.9	5.9	4.8	38.4	62.9	8.3	7.9	12.1	22.0	0.0	0.1
90+	78.3	1.2	0.5	2.8	2.3	17.0	30.8	4.1	3.8	5.6	10.2	0.0	0.0
FEMALE-FEMI.	14055.2	315.2	65.1	459.6	378.4	3502.7	4564.3	569.7	563.7	1438.5	1759.4	11.5	27.1

TABLE 37. Personal Disposable Income, Geographical Distribution(1)

No	CANSIM¹ matrix No 000557	1970	1971	1972	1973	1974	1975	1976	1977
		millions of dollars - millions de dollars							
1	Newfoundland	888	988	1,117	1,311	1,609	1,912	2,146	2,365
2	Prince Edward Island	201	211	249	310	341	423	457	501
3	Nova Scotia	1,572	1,750	2,017	2,359	2,760	3,197	3,554	4,016
4	New Brunswick	1,187	1,322	1,522	1,779	2,101	2,577	2,873	3,121
5	Quebec	13,760	15,002	16,990	19,513	23,305	27,285	31,506	34,147
6	Ontario	22,189	24,567	27,893	32,104	37,853	43,770	49,241	54,621
7	Manitoba	2,342	2,624	2,949	3,590	4,162	4,955	5,341	5,879
8	Saskatchewan	1,789	2,201	2,378	3,175	3,822	4,802	5,131	5,237
9	Alberta	4,042	4,505	5,121	6,129	7,289	8,961	10,123	11,587
10	British Columbia	5,861	6,593	7,652	9,196	11,000	12,757	14,523	16,368
11	Yukon and Northwest Territories	118	122	150	183	227	269	318	360
12	Foreign countries(2)	60	58	62	68	76	88	96	105
13	**Canada**	**54,009**	**59,943**	**68,100**	**79,719**	**94,545**	**110,996**	**125,309**	**138,307**

See footnote section

No	CANSIM¹ matrix No 000557	1978	1979	1980	1981	1982	1983	1984
		millions of dollars - millions de dollars						
1	Newfoundland	2,561	2,876	3,169	3,691	4,102	4,435	4,703
2	Prince Edward Island	603	654	761	838	941	1,074	1,104
3	Nova Scotia	4,574	5,139	5,661	6,414	7,149	7,722	8,406
4	New Brunswick	3,530	3,980	4,335	4,850	5,366	5,878	6,312
5	Quebec	38,371	42,443	48,275	55,972	60,852	63,546	68,764
6	Ontario	61,304	68,623	77,332	89,520	98,432	105,563	114,665
7	Manitoba	6,654	7,260	7,895	9,573	10,581	11,068	12,289
8	Saskatchewan	5,960	6,778	7,575	9,613	10,287	10,432	10,927
9	Alberta	13,464	16,317	19,310	23,459	26,202	27,067	27,972
10	British Columbia	18,525	21,301	24,740	28,607	31,142	32,316	33,816
11	Yukon and Northwest Territories	406	460	552	679	740	778	875
12	Foreign countries(2)	118	125	135	141	160	177	184
13	**Canada**	**156,070**	**175,956**	**199,740**	**233,357**	**255,954**	**270,056**	**290,037**

See footnote section

TABLE A. Population of Canada, by Province

Estimates as of June 1st

No.	CANSIM matrix No. 001499	1970	1971	1972	1973	1974	1975	1976	1977
		in thousands - en milliers							
1	Newfoundland	517	522	530	537	541	549	558	560
2	Prince Edward Island	110	111	113	114	115	117	118	119
3	Nova Scotia	782	789	795	804	812	820	829	833
4	New Brunswick	627	635	640	647	654	665	677	684
5	Quebec	6,013	6,028	6,054	6,079	6,123	6,179	6,235	6,284
6	Ontario	7,551	7,703	7,810	7,909	8,054	8,172	8,264	8,353
7	Manitoba	983	988	991	996	1,007	1,014	1,022	1,027
8	Saskatchewan	941	926	914	905	900	907	921	935
9	Alberta	1,595	1,628	1,657	1,690	1,722	1,778	1,838	1,913
10	British Columbia	2,128	2,185	2,241	2,302	2,376	2,433	2,467	2,500
11	Yukon	17	18	20	21	21	22	22	22
12	Northwest Territiries	33	35	37	39	39	41	42	43
13	**Canada**	**21,297**	**21,568**	**21,802**	**22,043**	**22,364**	**22,697**	**22,993**	**23,273**

No.	CANSIM matrix No. 001499	1978	1979	1980	1981	1982	1983	1984
		in thousands - en milliers						
1	Newfoundland	562	564	566	568	568	576	579
2	Prince Edward Island	121	122	123	123	123	124	126
3	Nova Scotia	838	842	845	848	852	862	872
4	New Brunswick	688	692	695	696	699	708	714
5	Quebec	6,302	6,339	6,386	6,438	6,480	6,510	6,541
6	Ontario	8,440	8,501	8,570	8,625	8,716	8,825	8,947
7	Manitoba	1,032	1,028	1,025	1,026	1,034	1,048	1,058
8	Saskatchewan	943	951	959	968	979	994	1,009
9	Alberta	1,983	2,053	2,141	2,237	2,319	2,346	2,341
10	British Columbia	2,542	2,589	2,666	2,744	2,791	2,821	2,865
11	Yukon	22	22	22	23	24	22	22
12	Northwest Territiries	44	44	45	46	47	49	50
13	**Canada**	**23,517**	**23,747**	**24,043**	**24,342**	**24,632**	**24,885**	**25,124**

Coffey: Projections for Province, Counties and Halifax Metro Area

TABLE 6

Projected Population, Nova Scotia, By County
1982 - 1991

		1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
Annapolis	M	11,173	11,145	11,117	11,088	11,050	11,032	11,006	10,980	10,956	10,930
	F	11,247	11,267	11,285	11,303	11,317	11,332	11,346	11,362	11,376	11,390
	T	22,420	22,412	22,402	22,391	22,377	22,364	22,352	22,342	22,332	22,320
Antigonish	M	9,083	9,154	9,227	9,301	9,377	9,454	9,532	9,610	9,690	9,769
	F	9,131	9,219	9,307	9,397	9,487	9,577	9,668	9,761	9,852	9,944
	T	18,214	18,373	18,534	18,698	18,864	19,031	19,200	19,371	19,542	19,713
Cape Breton	M	62,559	62,625	62,698	62,776	62,860	62,945	63,027	63,106	63,181	63,251
	F	64,531	64,781	65,026	65,275	65,519	65,760	65,997	66,229	66,451	66,664
	T	127,090	127,406	127,724	128,051	128,379	128,705	129,024	129,335	129,632	129,915
Colchester	M	21,332	21,414	21,498	21,583	21,669	21,756	21,843	21,929	22,011	22,094
	F	21,958	22,083	22,206	22,332	22,454	22,577	22,698	22,819	22,938	23,055
	T	43,290	43,497	43,704	43,914	44,123	44,333	44,541	44,748	44,951	45,149
Cumberland	M	17,497	17,458	17,421	17,387	17,355	17,324	17,293	17,264	17,235	17,206
	F	17,549	17,546	17,541	17,537	17,530	17,523	17,517	17,510	17,502	17,493
	T	35,046	35,004	34,962	34,924	34,885	34,847	34,810	34,774	34,737	34,699
Digby	M	10,832	10,847	10,864	10,883	10,905	10,929	10,953	10,978	11,004	11,031
	F	10,840	10,885	10,930	10,977	11,024	11,072	11,121	11,172	11,222	11,271
	T	21,672	21,732	21,794	21,860	21,929	22,001	22,074	22,150	22,226	22,302
Guysborough	M	6,461	6,463	6,467	6,473	6,480	6,490	6,501	6,514	6,529	6,545
	F	6,285	6,314	6,343	6,374	6,405	6,436	6,470	6,505	6,541	6,578
	T	12,746	12,777	12,810	12,847	12,885	12,926	12,971	13,019	13,070	13,123
Halifax	M	142,239	143,334	144,406	145,451	146,455	147,432	148,336	149,172	149,932	150,612
	F	147,881	149,237	150,553	151,845	153,098	154,284	155,425	156,499	157,500	158,424
	T	290,120	292,571	294,959	297,296	299,553	301,716	303,761	305,671	307,432	309,036
Hants	M	16,561	16,623	16,686	16,750	16,814	16,879	16,944	17,010	17,077	17,142
	F	16,663	16,779	16,893	17,007	17,119	17,231	17,345	17,459	17,571	17,683
	T	33,224	33,402	33,579	33,757	33,933	34,110	34,289	34,469	34,648	34,825
Inverness	M	11,347	11,394	11,444	11,496	11,550	11,606	11,663	11,722	11,783	11,844
	F	11,066	11,156	11,244	11,334	11,424	11,513	11,605	11,699	11,792	11,886
	T	22,413	22,550	22,688	22,830	22,974	23,119	23,268	23,421	23,575	23,730
Kings	M	24,678	24,819	24,962	25,106	25,253	25,397	25,540	25,679	25,813	25,943
	F	25,250	25,444	25,636	25,831	26,022	26,211	26,397	26,580	26,759	26,932
	T	49,928	50,263	50,598	50,937	51,275	51,608	51,937	52,259	52,572	52,875
Lunenburg	M	23,070	23,221	23,375	23,529	23,684	23,838	23,990	24,140	24,287	24,429
	F	22,885	23,077	23,265	23,455	23,640	23,823	24,006	24,185	24,361	24,533
	T	45,955	46,298	46,640	46,984	47,324	47,661	47,996	48,325	48,648	48,962
Pictou	M	25,119	25,248	25,381	25,517	25,657	25,799	25,942	26,085	26,229	26,372
	F	25,364	25,530	25,693	25,860	26,024	26,187	26,352	26,518	26,681	26,841
	T	50,483	50,778	51,074	51,377	51,681	51,986	52,294	52,603	52,910	53,213
Queens	M	6,632	6,625	6,618	6,610	6,603	6,596	6,589	6,583	6,577	6,571
	F	6,483	6,497	6,509	6,523	6,533	6,542	6,552	6,560	6,568	6,575
	T	13,115	13,122	13,127	13,133	13,135	13,138	13,141	13,143	13,145	13,146
Richmond	M	6,192	6,199	6,208	6,216	6,226	6,237	6,249	6,262	6,276	6,291
	F	6,090	6,120	6,149	6,181	6,212	6,244	6,278	6,313	6,348	6,385
	T	12,282	12,319	12,357	12,397	12,438	12,481	12,527	12,575	12,624	12,676
Shelburne	M	8,816	8,848	8,883	8,919	8,956	8,993	9,031	9,068	9,105	9,140
	F	8,560	8,620	8,679	8,738	8,798	8,857	8,916	8,974	9,032	9,087
	T	17,376	17,468	17,562	17,657	17,754	17,850	17,947	18,042	18,136	18,227
Victoria	M	4,289	4,288	4,287	4,287	4,288	4,290	4,291	4,293	4,296	4,298
	F	4,130	4,152	4,173	4,196	4,217	4,237	4,259	4,280	4,300	4,321
	T	8,419	8,440	8,460	8,483	8,505	8,527	8,550	8,573	8,596	8,619
Yarmouth	M	12,922	12,975	13,030	13,086	13,145	13,203	13,261	13,318	13,374	13,429
	F	13,414	13,497	13,579	13,663	13,745	13,828	13,911	13,994	14,075	14,155
	T	26,336	26,472	26,609	26,749	26,890	27,031	27,172	27,312	27,449	27,584
Nova Scotia	M	420,803	422,679	424,573	426,458	428,344	430,198	431,987	433,710	435,358	436,895
	F	429,324	432,205	435,011	437,824	440,557	443,237	445,864	448,417	450,870	453,218
	T	850,127	854,884	859,584	864,282	868,901	873,435	877,851	882,127	886,228	890,113
Halifax	M	136,994	138,105	139,192	140,249	141,275	142,253	143,167	144,011	144,779	145,465
Metropolitan	F	142,773	144,126	145,437	146,725	147,961	149,151	150,284	151,350	152,342	153,257
Area	T	279,767	282,231	284,629	286,974	289,236	291,404	293,451	295,361	297,121	298,722

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1992 - 2001

		1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Annapolis	M	10,906	10,882	10,857	10,831	10,804	10,777	10,750	10,720	10,690	10,658
	F	11,401	11,409	11,414	11,417	11,418	11,415	11,412	11,406	11,397	11,385
	T	22,307	22,291	22,271	22,248	22,222	22,192	22,162	22,126	22,087	22,043
Antigonish	M	9,848	9,927	10,004	10,080	10,155	10,229	10,301	10,371	10,441	10,509
	F	10,035	10,124	10,211	10,297	10,381	10,463	10,544	10,622	10,698	10,772
	T	19,883	20,051	20,215	20,377	20,536	20,692	20,845	20,993	21,139	21,281
Cape Breton	M	63,312	63,360	63,392	63,405	63,404	63,380	63,358	63,313	63,256	63,186
	F	66,858	67,029	67,175	67,298	67,401	67,477	67,524	67,545	67,547	67,527
	T	130,170	130,389	130,567	130,704	130,805	130,866	130,882	130,858	130,802	130,713
Colchester	M	22,172	22,247	22,317	22,380	22,438	22,490	22,537	22,577	22,611	22,638
	F	23,166	23,271	23,370	23,462	23,550	23,629	23,706	23,775	23,836	23,891
	T	45,338	45,518	45,687	45,842	45,988	46,119	46,243	46,352	46,447	46,529
Cumberland	M	17,176	17,145	17,112	17,075	17,036	16,996	16,954	16,909	16,862	16,814
	F	17,480	17,462	17,439	17,412	17,381	17,344	17,305	17,259	17,210	17,155
	T	34,656	34,607	34,551	34,487	34,417	34,340	34,259	34,168	34,072	33,969
Digby	M	11,057	11,082	11,105	11,127	11,147	11,166	11,183	11,198	11,212	11,223
	F	11,319	11,365	11,407	11,446	11,483	11,515	11,548	11,575	11,599	11,620
	T	22,376	22,447	22,512	22,573	22,630	22,681	22,731	22,773	22,811	22,843
Guysborough	M	6,563	6,579	6,596	6,611	6,626	6,640	6,654	6,665	6,676	6,685
	F	6,613	6,650	6,683	6,717	6,750	6,781	6,809	6,835	6,858	6,880
	T	13,176	13,229	13,279	13,328	13,376	13,421	13,462	13,500	13,534	13,565
Halifax	M	151,222	151,765	152,233	152,619	152,926	153,170	153,360	153,497	153,587	153,623
	F	159,268	160,048	160,750	161,373	161,921	162,392	162,809	163,167	163,474	163,723
	T	310,490	311,813	312,983	313,992	314,847	315,562	316,169	316,664	317,061	317,346
Hants	M	17,206	17,267	17,326	17,381	17,433	17,482	17,526	17,565	17,601	17,632
	F	17,790	17,895	17,994	18,069	18,181	18,266	18,351	18,429	18,500	18,566
	T	34,996	35,162	35,320	35,470	35,614	35,748	35,877	35,994	36,101	36,198
Inverness	M	11,906	11,968	12,030	12,090	12,150	12,209	12,266	12,321	12,375	12,427
	F	11,979	12,071	12,159	12,246	12,332	12,414	12,495	12,572	12,645	12,715
	T	23,885	24,039	24,189	24,336	24,482	24,623	24,761	24,893	25,020	25,142
Kings	M	26,067	26,184	26,292	26,389	26,479	26,560	26,635	26,700	26,759	26,810
	F	27,095	27,250	27,395	27,530	27,655	27,768	27,875	27,971	28,057	28,134
	T	53,162	53,434	53,687	53,919	54,134	54,329	54,510	54,671	54,816	54,944
Lunenburg	M	24,567	24,701	24,829	24,950	25,065	25,176	25,283	25,386	25,485	25,580
	F	24,698	24,857	25,008	25,152	25,291	25,420	25,551	25,673	25,791	25,902
	T	49,265	49,558	49,837	50,102	50,356	50,596	50,834	51,059	51,276	51,482
Pictou	M	26,513	26,652	26,787	26,917	27,044	27,167	27,286	27,401	27,513	27,622
	F	26,996	27,146	27,290	27,427	27,558	27,682	27,808	27,924	28,039	28,144
	T	53,509	53,798	54,077	54,344	54,602	54,849	55,094	55,327	55,552	55,766
Queens	M	6,564	6,558	6,552	6,544	6,536	6,528	6,518	6,507	6,495	6,483
	F	6,580	6,583	6,584	6,584	6,582	6,578	6,572	6,564	6,555	6,542
	T	13,144	13,141	13,136	13,128	13,118	13,106	13,090	13,071	13,050	13,025
Richmond	M	6,306	6,321	6,335	6,348	6,361	6,372	6,381	6,389	6,395	6,399
	F	6,420	6,455	6,489	6,521	6,551	6,580	6,608	6,631	6,653	6,671
	T	12,727	12,776	12,824	12,869	12,912	12,952	12,989	13,020	13,048	13,070
Shelburne	M	9,175	9,207	9,236	9,263	9,287	9,309	9,330	9,348	9,365	9,380
	F	9,139	9,189	9,236	9,279	9,319	9,356	9,391	9,422	9,451	9,477
	T	18,314	18,396	18,472	18,542	18,606	18,665	18,721	18,770	18,816	18,857
Victoria	M	4,300	4,303	4,305	4,306	4,307	4,309	4,310	4,311	4,312	4,313
	F	4,340	4,358	4,374	4,390	4,404	4,416	4,428	4,439	4,449	4,458
	T	8,640	8,661	8,679	8,696	8,711	8,732	8,738	8,750	8,761	8,771
Yarmouth	M	13,483	13,534	13,581	13,626	13,667	13,706	13,745	13,780	13,814	13,846
	F	14,230	14,302	14,370	14,433	14,492	14,546	14,602	14,654	14,702	14,746
	T	27,713	27,836	27,951	28,059	28,159	28,252	28,347	28,434	28,516	28,592
Nova Scotia	M	438,315	439,683	440,888	441,943	442,865	443,671	444,374	444,960	445,448	445,826
	F	455,405	457,464	459,348	461,068	462,651	464,043	465,338	466,465	467,463	468,308
	T	893,720	897,147	900,236	903,011	905,516	907,714	909,712	911,425	912,911	914,134
Halifax	M	146,081	146,632	147,108	147,503	147,820	148,075	148,277	148,429	148,535	148,569
Metropolitan	F	154,093	154,866	155,563	156,184	156,729	[illegible]	157,619	157,981	158,295	[illegible]
Area	T	300,174	301,498	302,671	303,687	304,549	305,275	305,896	306,410	306,830	307,142

APPENDIX 5

SHOPPING CENTRES ACT:

THE STATUTE AND A PROCEDURAL CHART

CHAPTER S-43

AN ACT TO REGULATE THE DEVELOPMENT OF SHOPPING CENTRES

cited as
S.N.S., 1978-79, Chapter 74

Short Title

1 This Act may be cited as the Shopping Centre Development Act. 1978-79, c. 74, s. 1.

Interpretation

2 In this Act,

(a) "applicant" means a person applying for approval of a shopping centre;

(b) "Board" means the Nova Scotia Municipal Board;

(c) "development" includes any erection, construction or expansion of any building or structure, including any excavation or filling preparatory thereto, and any change or alteration in the use made of land;

(d) "municipality" means municipality of a county or district, city or incorporated town in the Province [and includes the Council of the proposed Town of Bedford]*;

(e) "shopping centre" means a development used or intended to be used primarily for the purposes of retail trade and resulting or intended to result in a total of fifty thousand square feet or more of

(i) new retail floor space, or

(ii) new and existing retail floor space where the new retail floor space exceeds ten thousand square feet,

including common areas and related office and warehouse space but excluding parking areas. 1978-79, c. 74, s. 2; 1981, c. 9, s. 49.

Approval To Develop Shopping Centre

3 (1) No person shall develop a shopping centre without first having obtained the written approval of the Board.

Application for Approval

(2) Any person may make application to the Board for written approval to develop a shopping centre.

Accompanying Documents and Fee

(3) An application to the Board shall be accompanied by

(a) such information as the Board may reasonably require;

(b) any resolution of the council of the municipality in which the proposed shopping centre is to be developed respecting the proposed shopping centre; and

(c) the prescribed application fee.

Notice of Application

(4) The Board shall cause the clerk of every municipality within a radius of fifty miles of the proposed shopping centre to be given notice of the application. 1978-79, c. 74, s. 3.

Information to Board

4 (1) The applicant shall conduct such surveys and studies and provide such information as the Board may from time to time deem necessary for the purpose of evaluating the application.

Study or Inquiry by Board

(2) The Board may undertake such studies and inquiries as are, in its opinion, necessary to properly evaluate the application. 1978-79, c. 74, s. 4.

Public Hearing

5 (1) The Board shall hold a public hearing in the area in which the shopping centre is proposed to be developed before approving or refusing to approve the shopping centre.

Notice of Public Hearing

(2) The Board shall cause notice to be given to the clerk of each municipality within fifty miles of the proposed shopping centre of the time and place of any public hearing, and shall cause the same to be advertised in a newspaper circulating in the area in which the shopping centre is proposed to be developed. 1978-79, c. 74, s. 5.

Factors Considered

6 In determining whether to approve or not to approve a shopping centre, the Board shall consider

(a) the need for or desirability of additional retail space in the area in which the shopping centre is proposed to be constructed or enlarged;

(b) the effect of the additional retail space on existing or proposed retail outlets in the general area to be served by the shopping centre;

(c) such considerations as the Governor in Council may prescribe. 1978-79, c. 74, s. 6.

7 **Repealed** 1981, c. 9, s. 49.

Offence and Penalty

8 (1) Every person other than a corporation who knowingly contravenes this Act, and every director or officer of a corporation who knowingly concurs in a contravention of this Act, is guilty of an offence and liable on summary conviction to a fine not exceeding five thousand dollars or to imprisonment for a term of one year or both.

Corporate Offence and Penalty

(2) Every corporation which contravenes this Act is guilty of an offence and liable to a fine not exceeding twenty-five thousand dollars.

Additional Penalty

(3) Every person convicted of developing a shopping centre without the approval of the Board shall pay, in addition to any other penalty provided in this Act, a further penalty of not less than one thousand dollars nor more than ten thousand dollars for each day on which the offence continues.

Application of Fine

(4) Where an offence under this Act is prosecuted by a municipality, any fine resulting from a conviction shall accrue to the municipality. 1978-79, c. 74, s. 8.

Payment to Consolidated Fund

9 All money received by the Board pursuant to this Act shall be paid into the Consolidated Fund. 1978-79, c. 74, s. 9.

Regulations

10 (1) The Governor in Council may make regulations

(a) prescribing additional matters to be considered by the Board in determining whether or not a shopping centre should be approved;

(b) prescribing the fee to accompany any application to the Board;

(c) defining any word or phrase used in this Act and not defined herein;

(d) prescribing additional requirements for notice, advertising and public hearings;

(e) for the recovery of expenses of the Board incurred pursuant to this Act;

(f) respecting any matter, whether of any of the foregoing kind or not, necessary or advisable to carry out effectively the intent and purpose of this Act.

Regulations Act

(2) The exercise by the Governor in Council of the

authority conferred by subsection (1) shall be regulations within the meaning of the Regulations Act. 1978-79, c. 74, s. 10.

Act Does Not Apply

11 (1) This Act does not apply to a shopping centre

(a) in respect of which the necessary permits for its development were in force and effect on the fourth day of December, 1979;

(b) that is, or is proposed to be, within the development boundary specified in the Halifax-Dartmouth Metropolitan Regional Development Plan; or,

(c) where an existing shopping centre is to be expanded, provided that such expansion takes place on lands on which the shopping centre is located or intended for use by the shopping centre development and which land was vested in the owner of the shopping centre or his agent as of the fourth day of December, 1979; and further provided that for the purposes of this clause "shopping centre" includes the parking areas ancillary to the shopping centre.

Definition of "necessary permits"

(2) In this Section, "necessary permits" means

(a) where a building permit is required, a building permit; and

(b) where a building permit is not required, necessary approvals from the Departments of Health Transportation and the Environment. 1978-79, c. 74 s. 11; 1978-79, c. 35, s. 8.

Development where Municipal Development Plan in Effect

12 (1) Notwithstanding Section 3, where a person proposes to develop a shopping centre wholly within a location where a municipal development plan approved pursuant to the Planning Act is in effect, an application pursuant to this Act shall be made to the council of the municipality and not to the Board and

the powers, duties and criteria imposed or conferred by this Act on the Board shall apply to the council and that application and the decision of the council shall not be effective until the appeal period set out herein has expired or all appeals taken hereunder have been disposed of and the decision of the council is affirmed by the Board.

Joint Hearing

(2) The hearing of any such application shall be held jointly with any hearing required in respect of any application for an amendment to the zoning by-law that may be required to permit the proposed shopping centre.

Notice of Decision

(3) The council shall cause notice of any decision made pursuant to this Section to be served on the applicant, the Director of Community Planning, and the clerk of any municipality that made representations to the council, and shall cause notice of the decision to be published in a newspaper circulating in the area in which the shopping centre is proposed to be developed.

Appeal

(4) An interested person, the Director of Community Planning or the council of any municipality within a radius of fifty miles of the proposed shopping centre may within thirty days of the publication of the notice of the decision appeal the decision to the Board.

Procedure on Appeal

(5) The Board shall hear and determine the appeal as if it were an original application to the Board pursuant to this Act.

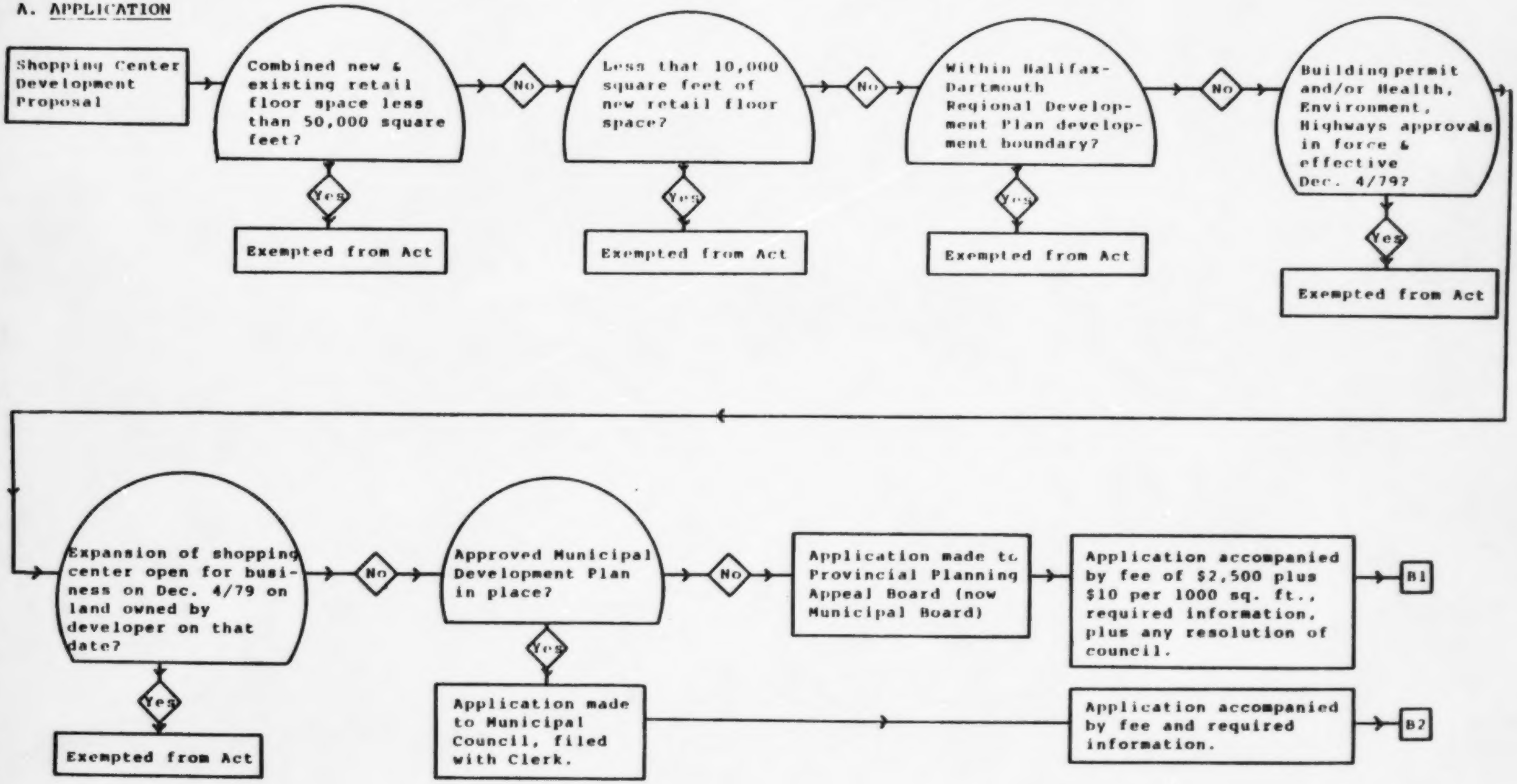
Joint Hearing of Appeals

(6) The hearing of any such appeal shall be held jointly with the hearing of any appeal from an amendment of or refusal to amend the zoning by-law that would affect the proposed shopping centre. 1978-79, c. 74, s. 12.

A Procedural Chart for
An Act to Regulate the Development
# of Shopping Centres

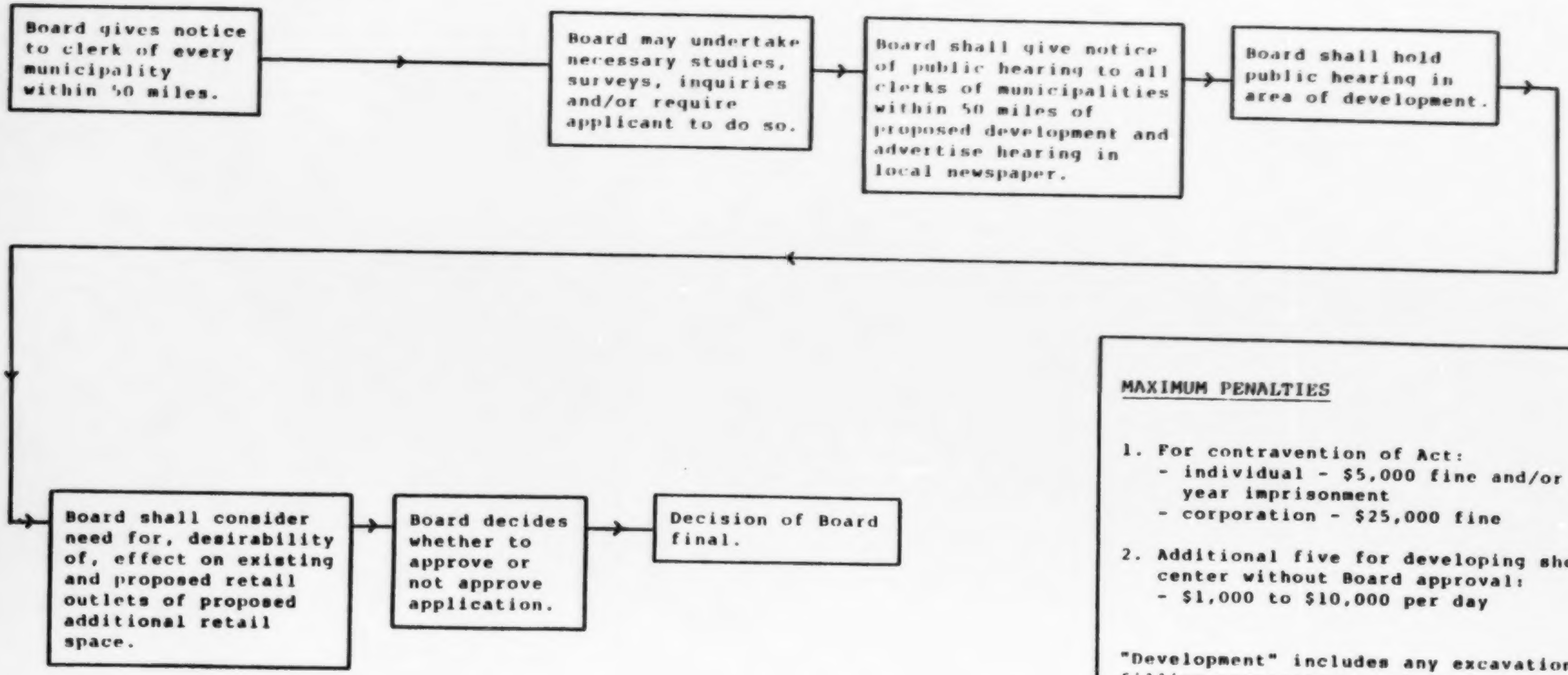
AN ACT TO REGULATE THE DEVELOPMENT OF SHOPPING CENTERS

A. APPLICATION


Shopping Center Development Proposal
Combined new & existing retail floor space less than 50,000 square feet?
Yes
Exempted from Act
No
Less that 10,000 square feet of new retail floor space?
Yes
Exempted from Act
No
Within Halifax-Dartmouth Regional Development Plan development boundary?
Yes
Exempted from Act
No
Building permit and/or Health, Environment, Highways approvals in force & effective Dec. 4/79?
Yes
Exempted from Act
Expansion of shopping center open for business on Dec. 4/79 on land owned by developer on that date?
Yes
Exempted from Act
No
Approved Municipal Development Plan in place?
Yes
Application made to Municipal Council, filed with Clerk.
Application accompanied by fee and required information.
B2
No
Application made to Provincial Planning Appeal Board (now Municipal Board)
Application accompanied by fee of $2,500 plus $10 per 1000 sq. ft., required information, plus any resolution of council.
B1

B. NOTICE, HEARING, DECISION

B1. Board Receives Application



Board gives notice to clerk of every municipality within 50 miles.

Board may undertake necessary studies, surveys, inquiries and/or require applicant to do so.

Board shall give notice of public hearing to all clerks of municipalities within 50 miles of proposed development and advertise hearing in local newspaper.

Board shall hold public hearing in area of development.

Board shall consider need for, desirability of, effect on existing and proposed retail outlets of proposed additional retail space.

Board decides whether to approve or not approve application.

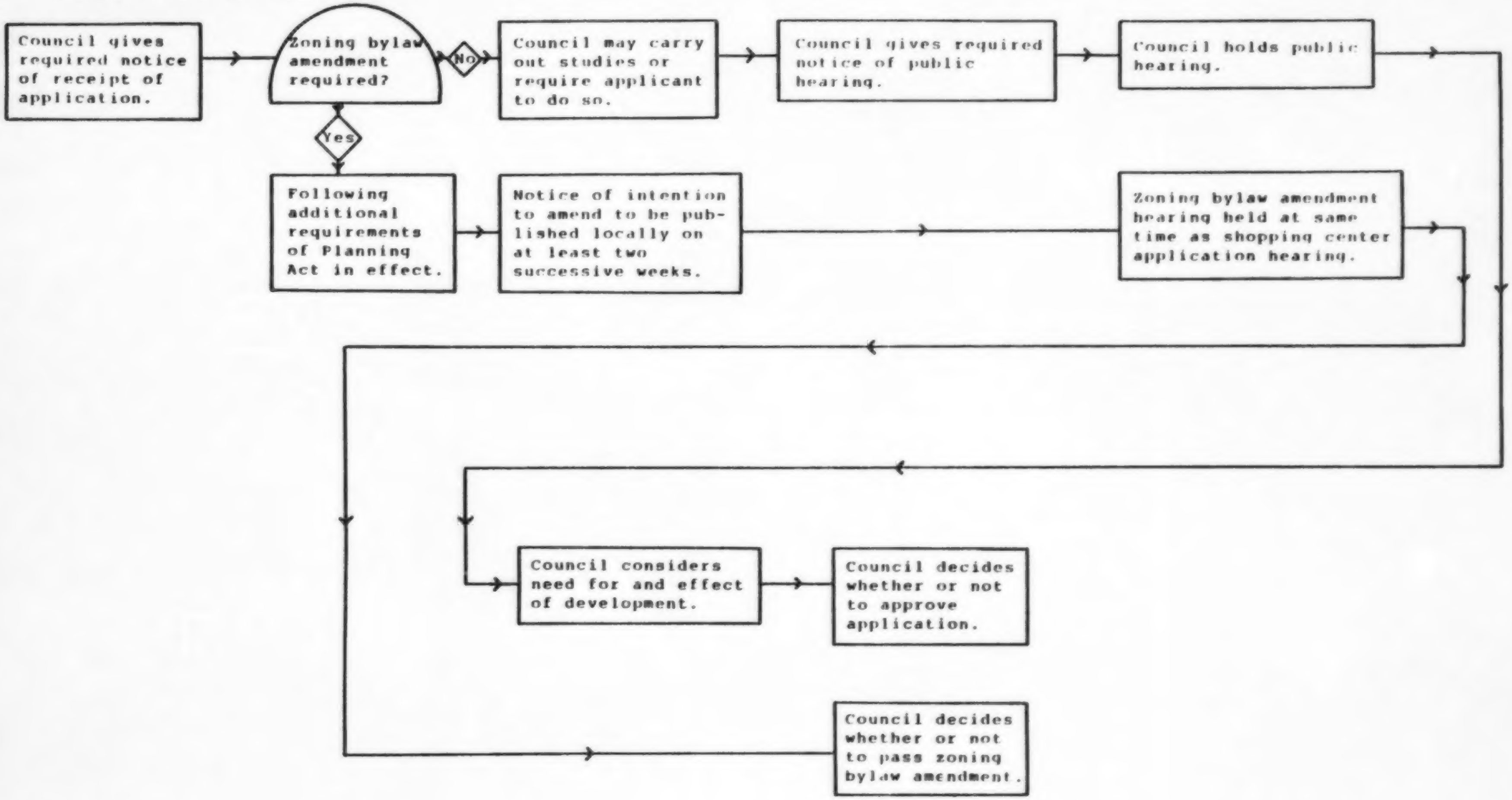
Decision of Board final.

MAXIMUM PENALTIES

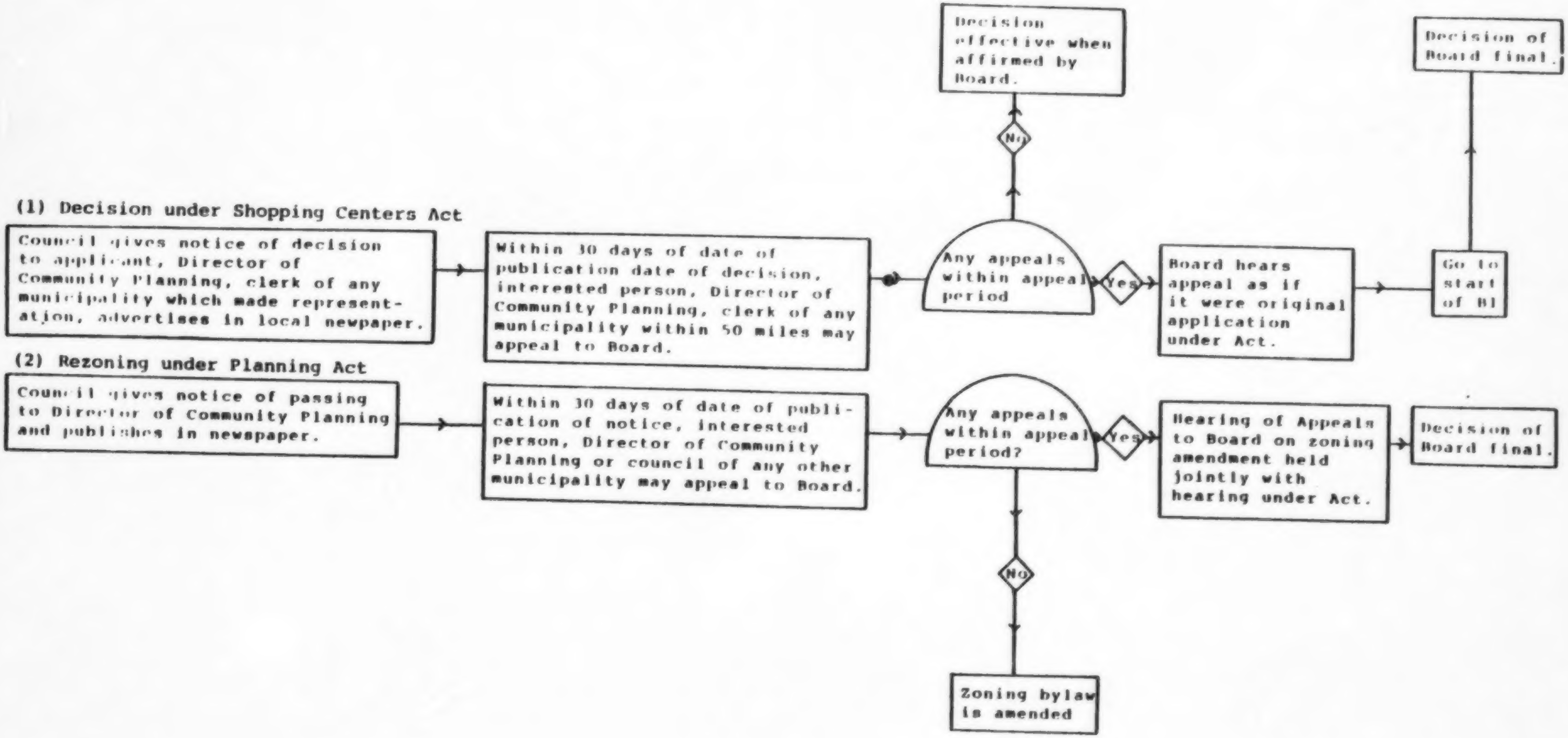
1. For contravention of Act:
   - individual - $5,000 fine and/or one year imprisonment
   - corporation - $25,000 fine
2. Additional five for developing shopping center without Board approval:
   - $1,000 to $10,000 per day

"Development" includes any excavation or filling preparatory work, and any change or alteration in the use made of the land.

B2. Council Receives Application


Council gives required notice of receipt of application.
Zoning bylaw amendment required?
No
Council may carry out studies or require applicant to do so.
Council gives required notice of public hearing.
Council holds public hearing.
Yes
Following additional requirements of Planning Act in effect.
Notice of intention to amend to be published locally on at least two successive weeks.
Zoning bylaw amendment hearing held at same time as shopping center application hearing.
Council considers need for and effect of development.
Council decides whether or not to approve application.
Council decides whether or not to pass zoning bylaw amendment.

C. APPEAL FROM COUNCIL DECISION


(1) Decision under Shopping Centers Act
Council gives notice of decision to applicant, Director of Community Planning, clerk of any municipality which made representation, advertises in local newspaper.
Within 30 days of date of publication date of decision, interested person, Director of Community Planning, clerk of any municipality within 50 miles may appeal to Board.
Any appeals within appeal period
No
Decision effective when affirmed by Board.
Yes
Board hears appeal as if it were original application under Act.
Go to start of B1
Decision of Board final.
(2) Rezoning under Planning Act
Council gives notice of passing to Director of Community Planning and publishes in newspaper.
Within 30 days of date of publication of notice, interested person, Director of Community Planning or council of any other municipality may appeal to Board.
Any appeals within appeal period?
Yes
Hearing of Appeals to Board on zoning amendment held jointly with hearing under Act.
Decision of Board final.
No
Zoning bylaw is amended